

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8178

十二月二日

FRIDAY, APRIL 29, 1910.

五拜禮

號九十月四英曆

\$30 PER ANNUM.

SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds \$15,000,000
Sinking Fund \$15,000,000
Total Assets \$45,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shaw, Esq.—Deputy Chairman.
F. H. Armstrong, Esq.
J. W. Biddow, Esq.
Hon. Mr. W. J. Gresson
G. R. Lumsden, Esq.
S. A. Levy, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 29th March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1824.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,500,000
TOTAL ASSETS \$3,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 months, 3 1/2 per cent.
" " " 3 months, 3 per cent.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—Yen 10,250,000

Head Office—YOKOHAMA.
Branches and Agents:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, TIENTSIN, PEKIN, NEWCHOWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:
For 12 months, 4 per cent.
" 6 months, 3 1/2 per cent.
" 3 months, 3 per cent.

TAKAO TAKAMICHI,
Manager.
Hongkong, 12th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Skl. Oppenheim & Co., Köln,
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP—GOLD \$5,000,000
RESERVE FUND—GOLD \$5,000,000
TOTAL ASSETS—GOLD \$10,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEWELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months, 4 per cent. per annum.
" 6 months, 3 1/2 per cent. per annum.
" 3 months, 3 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
Q. Stephens, Esq.,
Lee Yung So, Esq.,
J. H. McMichael, Esq.,
C. R. Burkill, Esq.,
J. A. Wattle, Esq., Manager Director,
A. J. Hughes, Esq., Secretary,
S. B. Noll, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force \$34,054,152.00
Assets \$7,114,490.48
Income for Year \$5,073,834.81
Total Security to Policyholders \$7,385,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager,
B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 15 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS at on Week Days:
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR STRAIGHTS TO SAIL ON REMARKS.

GENOA, MARSEILLES, PALMA, About 28th April } Freight only.
LONDON & ANTWERP } E. W. Cockburn, R.M.R.

LONDON, &c., via usual Ports. { Delta, Capt. B. W. H. Saw ... } 30th April } See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, SARDINIA, Capt. C. G. Talbot, R.M.R. Noon, 5th May } Freight and Passage.

MOJI, KOBE & YOKOHAMA JAPAN About 7th May } Freight and Passage.
Capt. W. B. Palmer, R.M.R.

SHANGHAI { DEWANA, Capt. Powell ... } Noon, 12th May } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 19th April, 1910.

Intimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

JUST ARRIVED

NEW MATERIALS

FOR SPRING AND SUMMER WEAR

IN Exclusive Designs.

FLANNEL AND TWEED SUITS

From \$33.50 Unlined.

TROPICAL DRESS SUITINGS

A SPECIALITY.

FIT, STYLE AND WEAR GUARANTEED.

LANE, CRAWFORD & CO.

BOORD & SON.

OLD TOM

and DRY GIN.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 20th April, 1910.

Hotels.

LADY PIANIST at the BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

Iced Drinks, Best Brands of Liquors will be served at Tables on the Lawn or Verandahs.

Lady Pianist will play the piano at the above Hotel during afternoon and evening hours every day commencing from 80th instant.

Meals a la Carte at all hours.

W. WINCH, Manager.

ALL CORDIALLY INVITED.

Hongkong, 28th April, 1910.

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the Peak, opposite the TRAN TERMINUS Tel. 45.

For Terms, &c., apply to the MANAGER.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 25th April.
8.00 A.M. HONGKONG 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 28th April.
8.00 A.M. HONAM 8.00 A.M. HONGKONG
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

TUESDAY, 26th April.
8.00 A.M. HONAM 8.00 A.M. HONGKONG
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 27th April.
8.00 A.M. HONGKONG 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 1st May.
10.00 P.M. HONGKONG

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.
On SUNDAY, the 1st MAY, 1910.
The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.
Excursion Rates as usual.
A Military Band under Bandmaster Cooke will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.
S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 5 A.M., and the other leaves Wuhow for Canton on the same days at 5.30 A.M.

Round trips take about 2 days. Passengers can return to Hongkong or Yipei-Venue by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor.

N. BEUMERHAL, Manager.

Telephone 290. "Telegrams" Astor.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES

SIEMSEN & CO.

SOLE AGENTS.

Hongkong, 28th April, 1910.

Intimations.

Powell's

ALEXANDRA
BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING

AND

SUMMER

GOWNS

STRIPED
ZEPHYRS

50 cts. Yard

MERCERISED
LAWNS

75 cts. Yard

FLOWERED
MUSLINS

50 cts. and \$1.00 Yard

FLOWERED
VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1.00 Yard

POPLINS

All the above are of
Exceptional Value.

POWELL'S

Alexandra
Buildings.

Hongkong, 8th April, 1910.

GOLF BALLS DEARER.

EFFECT OF THE RUBBER BOOM.

A remarkable rise has taken place in the price of those athletic accessories into the manufacture of which rubber enters, owing to the advance in the cost of raw rubber, which is about 10 per cent. higher than last year. The articles which are affected include golf balls, tennis balls, squash and hand-balls, bathing gloves, etc.

The advance in price ranges from 10 per cent. to 25 per cent. Golf balls have gone up in the case of the two best-known Scotch makes from 24s. a dozen, to 30s. a dozen.

Two well-known English firms at Birmingham are still keeping to the old price, 24s. a dozen, but it is felt that they will be bound to fall into line before long.

The head of the golf department at Messrs. Gamages informed a *Full Star* Gazette representative that one effect of the advance in the price of the dealer's golf balls would certainly be to increase the demand for the cheaper balls ranging from 18s. to 15s. 6d.

Tennis balls have gone up fully 20 per cent. those sold formerly at 11s. 9d. per dozen are quoted to-day at 14s. per dozen, and the 12s. per dozen balls are now 14s. 3d. per dozen.

Squash balls and hand balls are 10 per cent. higher—in some instances more—while cricket bat handles have advanced 10 per cent.

The rise in leather which seems to have accompanied the rise in rubber would certainly have made cricket balls dearer had not the contractors been given out last year.

Football balls have gone up 15s. a ball and they may be dearer next season. Manufacturers are very chary about issuing orders as long in advance as usual.

The cheaper footballs, as in the case of the cheaper golf balls, are practically unaffected, the advance in price apparently having only extended to those articles into the manufacture of which the best material enters.

AN ADVANCE ALL ROUND.

Athletic outfitters declare that advances in the price of athletic accessories have taken place all round, but that in some cases it has been impossible to raise the retail price. In the case of golf balls and (tennis balls, where a sweeping advance of 6d. and 1s. respectively were declared, there was no difficulty about the matter. Underwriters were stated to have shared in the advance of raw rubber as the best kinds of pure india-rubber dolls, feeding outfit accessories, rubber mats, cycles and motor tyres, pure gutta-percha, tobacco pouches, waterproofs, electric cables, garden hose, rubber bands, protective gloves, rubber heels, scholastic rubber, door hinges, etc.

LIFE OF CHINESE STEWAWAYS.

SEVEN DAYS IN A BALLAST TANK.

After the *Mindoro* left Singapore, the steamer proceeded on her way to Bremen, and nothing of a suspicious nature was observed, but during the run to Port Hedland Captain Mills decided to search the ship with the aid of his European officers. Accordingly the vessel was hoisted to and all hands were called up on deck. The whole ship was searched exhaustively until only the fore-peak remained unexplored. In that portion of the ship they turned over all the sails and ship's gear which is stowed there, and removed them so as to get to the paint locker which is some 6 or 8 ft. under the fore-peak. A large quantity of ship's paint and oils which had been taken in at Singapore was removed, and in doing so the officers noticed that the lid of the fore-peak ballast tank, which was empty except for a slight covering of slush which covered the bottom, had been opened. This being an unusual occurrence the officers decided to investigate the matter, and the lid was removed. Immediately an overpowering stench arose. A lamp was lowered into the tank, but the air was so foul that the flame would not burn. An electric light was substituted. The unusual sight of a bucket containing boiled rice and another filled with water met their gaze, and gave rise to the impression that the quarry had been run to a corner. Mr. Rodgers, the first officer, determined that as the light would not penetrate the whole of the tank he would descend and search it. Taking the precaution of filling his lungs with comparatively fresh air he descended the ladder and caught sight of some Chinese. In his excitement he shouted out to his co-searchers, and in doing so he breathed the poisonous air, with the result that he was nearly overcome before he could reach the ladder and be assisted up into the fore-peak. The Chinese were called out, and four of them crept out of the tank and surrendered to the officers, who after ascertaining that there were no other Chinese in hiding placed the Celestials under lock and key. They, however, stoutly refused to give any information as to how they got on board or how they were conveyed into the tank. They were high-class Chinese, and of a far superior type to those generally to be found in Australia. They did not appear to be unduly affected by the extraordinary conditions under which they had been living for some seven or eight days. On arriving at Port Hedland the discovery of the four stowaways was reported to the Customs authorities, and arrangements were made at once to transport them on to the Blue Funnel liner *Gorgon* which was at the Port en route up the coast to Singapore. *Western Mail*.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF WILLIS, TROTTER, & CO., ATTORNEYS, &c., 10, ROYAL LANE, SHIPYARD, TOWER & CO., General Managers.

Hongkong, 19th March, 1910.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Urdome-France). JAGDEBOK MAO 183308 & Co., Hongkong.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"SILESIA,"
Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.
Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.
All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.
THIS STEAMER BRINGS CARGO:
Ex s.s. *Faro* from Seibah.
Ex s.s. *Suzanne* & *Marie* from Bordeaux.
HAMBURG-AMERIKA LINE, Agents.
Hongkong, 20th April, 1910.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM ANTWERP, "LONDON" AND STRAITS.
S.S. "BENMOHR,"
Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.
Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.
All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th April, 1910.

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "ATHOLL"
FROM GLASGOW, LIVERPOOL AND STRAITS.
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th prox., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 25th April, 1910.

"SHIRE" LINE OF STEAMERS.
LIMITED.
NOTICE TO CONSIGNEES.
FROM EUROPE.
THE Company's Steamship
"BRECONSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have left the Godowns nor will they be recognised if presented after 20 days of the vessel's arrival here.
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 19th April, 1910.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"BORNEO,"
FROM ANTWERP, LONDON, MALTA PORT SAID, SOEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 24th April, 1910.

S.S. "AUSTRALIEN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. *Adela*, from Palermo ex s.s. *Adela* and *Napoli*, and from Bordeaux ex s.s. *Ville de Cede* and *Verbeek*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 2nd May, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 3rd May, or they will not be recognised.
All damaged packages will be examined on 2nd May, at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 25th April, 1910.

NOTICE TO CONSIGNEES.
FROM BOMBAY.
THE P. & O. S. N. Co's Steamer
"BEN NEVIS" (Chartered).
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 27th April, 1910.

A TOO STABLE.
LEIGHTON HILL ROAD.
(next to No. 1, Police Station).
HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement.
Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.
Prices:
At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$1 per animal.
A TOO STABLE.
Leighton Hill Road.
Hongkong, 27th April, 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 21st April 1910, 100 cts. per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lan	30
" Sausages—Ngau Yuk Chanung	26
Bollock's Brain—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	30
" Heart—Ngau Sun	15
" Hump, Salt—Ngau Kiu	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	18
" Liver—Ngau Oon	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai-lan-kook	100
Mutton Chop—Yeung Pui Kwai	25
" Leg—Yeung Pui	12
" Shoulder—Yeung Shau	20
Pigs' Chills—Chi chung	22
" Brains—Chi-Kow	24
" Feet—Chi Kook	12
" Fry—Chi Chak	25
" Head—Chi Tau	15
" Heart—Chi Sam	11
" Kidneys—Chi Yiu	8
" Liver—Chi Koo	10
Pork, Chop—Chi Pui Kwai	18
" Corned—Ham Chu Yuk	—
" Leg—Chu Pui	24
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	50
" Kook	10
" Heart—Yeung Sun	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Oon	24
Snacking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

	Cents.
Chickens—Kai Chai	32
Onions, Large, Small—Shi Kai	30
Ducks—Ap	22
Doves—Pan Kau	16
Eggs, Hen—Kai Tau	24
Fowls, Canton—Kai	35
" Hainan—Hoi Nam Kai	30
Geese—Nga	22
Geese, Wild Shanghai—Sheng Hoi Ye	22
" Nga	—
Man Deer—Wong Keng	—
Hare—To Chai	—
Partridge—Oho Kwo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kuo	25
" Hoihow—Hoihow Pak Kuo	—
Quail—Um-Chun	17
Rice Birds—Wo Fa Chouk	22
Solpe—Sa Chai	65
Turkeys, Cock—Fo Kai Kung	55
" Hen—Na	55
Wild Ducks, Shanghai, Sol-up	—
Teal, Shanghai, Sol Ap Chai	—
Wild Ducks Canton—Sang Shing Sol Ap	—

FISH.

	Cents.
Barral—Ka Yu	16
Bream—Bin Yu	17
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Man Yu	17
Grabs—Hal	22
Cattle Fish—Mok Yu	15
Dab—Sa Mang Yu	17
Dace—Wong Mei Lun	12
Dog Fish—Chi Yu	9
Eels, Canton—Hoi Man Yu	16
" Fresh water—Tam Sol Yu	17
" Yellow—Wong Sin	28
Frogs—Tien Kai	33
Gardoon—Sak Pan	32
Gudgeon—Pak Kuo Yu	12
Hallbut—Cheung Kwai Yu	33
Labrus—Wong Fa Yu	18
Loach—Wu Yu	26
Lobsters—Lung Ho	26
Mackerel—Chi Yu	16
Monk Fish—Mon Yu	28
Mullet—Chi Yu	24
Oysters—Sang Hoo	22
Parrotfish—Kai Kung Yu	18
Perch—Tan Loo	15
Pike—Fai Pau	9
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Ming Hoi	24
Ray—Fai Pa	24
Rock Fish—Sak Kan Kung	25
Seahorse—Chun Yu	10
Solape, (Gore), fresh water—Ma Yau	—

Cents.

	Cents.
Shark—Sa Yu	9
Shark—Po Yu	11
Shrimps—Ha	12
Snappers—Lap Yu	26
Solles—Tat Sa Yu	26
Tench—Wan Yu	18
Turbot—Cho Hoi Yu	24
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

	Cents.
Almond—Hung Yan	25
Apples, (California)—Kam San Ping	20
" (Chafes)—Tin Chun Ping	—
" (Small)—Hoi Tong	—
" (Small)—Fai Lai Chai	—
Bananas, fragrant, Canton—Sang Shong	4
" (bridges), Macao—San Heng Chai	—
Chastnuts, Chinese—Fong Lut	12
Carambola—Yeung Tau	—
Cocoanuts—Yeh Tai	10
Grapes—Shi Tai	—
Lemons, China—Ning Moong	12
" Amer.—Kum San Ning Moong	5
Lichees, Small, tone—Lai Chai Con	25
" Fresh, Lai Chai	—
Limes, (Salmon)—Sal Kung Ning Moong	5
Mango, Manila—Lui Sang Moong	12
Mango, Saigon—Sal Kung Moong	—
Mangosteens, San Chuk Tai per 100	—
Oranges, Tim Chang	10
" Small—Tat Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	—
Peanuts, Fa Sang	10
Perlmans, Large—Hung Chai	—
Pine-apples, 1st quality—Sheng Poon	—
" 2nd quality—Sheng Poon	—
" Paw-law	—
Platales—Tat Chai	3
Plums, Swatow—Hung Lai	6
Pumpkin, Siam—Chin Lo Yau	22
Walnuts, Hop Tau	12
" Green—Sang Hop Tau	—
Shanghai Lo Kwai	6

VEGETABLES, &c.

	Cents.
Artichokes, Shanghai—Sheng Hoi Ah Chai Chai	6
Beans, (French) Macao—Oh Moon Pin	8
Beans, (French), Shanghai—Sheng Hoi Pin Tai	8
Beans, Sprout—Ah Chai	3
Beans, Long—Tau Koo	—
Beet Root—Hung Chai, Tau	2
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Bamboo Shoots—Chook Shun	10
Cabbages, Chinese, com.—Kai Choy	3
Cabbages, Red—Kai Lai Tau	10
Cabbages, (Shanghai)—Yah Chai	6
Cane Shoots, bunch—Kau Shun	3
Cauliflowers, Large size—Tat Yeh Chai	12
" Small size—Cheng Yeh Chai	10
Cauliflowers, Medium size—Cheng Yeh Chai	7
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Chai	5
Celery, White—Pak Yeung Kan Chai	50
Chillies, Dried—Oon Lai Chai	50
" Red—Hung Fa	50
" Green—Cheng Lai Chai	50
Curry Stuff, English—Ka Lee Chai Lin	8
Cucumbers—Cheng Kwa	2
Edible Squash—Fa Kwa	2
Garlic—Suen Tau	6
Ginger, young—Sun Tai Kung	6
" old—Lo Kung	5
Horseradish, Shanghai—Lik Kan	20
Indian Corn—Sak Mai	5
Lettuce—Yeung Sang Chai	1
Water Chestnuts—Ma Tai	5
" Mandarin—Kwai Lam Ma Tai	6
Mushrooms, Fresh—Sang Cho Kho	45
Onions, Bombay—Yeung Chung Tau	7
" Green—Sang Chong	4
" Shal—Sheng Hoi Chong Tau	3
" Japan—Yai Poon	—
Okros—Mo Ker	8
Parley, English—Yeung Un Sai	10
Green Peas—Cheng Tau	8
Potatoes, Sweet—Fai Shu	3
" Shanghai—Sheng Hoi Shu	3
" Tai	3
" Japan—Yai Poon Shu Tai	3
" American—Fa Ki	—
" Foots—Fai Chai Shu Tai	3
" Macao—Oh Moon	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tai	3
Rhubarb	—
Shallots—Gon Chong Tai	6
Spinage (Chinese)—Fai Chai	—
Spinage—Yin Chai	5
Tomatoes—Fan Ker	5
Taro—Wu Tau	4
Turpots, Pun-d (Long)—Low Pak	3
" English—Yeung Low Pak	3
Vegetable Marrow—Chai Kwa	12
Water Cress—Sai Young Chai	6
" Caltrop—Lai Koo	—
" Lily Roots—Lai Ngan	4
Yams—Tat Shu	—
" Sago	—

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS.

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER-BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED,

HONGKONG AND KOWLOON.

Hongkong, 21st March, 1910.

[28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$20 per annum.
 WEEKLY—\$13 per annum.
 The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged at a rate of 10 cents per copy.
 The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 80 cents per quarter.
 Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

On April 19, 1910, at Weisheit, Shanghai, Carolyn, beloved daughter of Dr. and Mrs. Charles K. Roy, died of measles complicated by pneumonia; aged 1 year and 5 months.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 20, 1910.

"IS THAT TRUE?"

Yesterday afternoon our Chinese fellow-citizens expressed in fitting and graceful manner their strong appreciation of Sir Frederick Lugard's successful visit in this Colony. The Honourable Dr. Ho Kai, C.M.G., in his speech said no more than the truth when he declared that His Excellency had seen the Colony through the most trying times and had placed it once again on the high road to prosperity and success. It is proverbially difficult to please everybody, but Sir Frederick Lugard has overcome all obstacles, even those which at first sight appeared to be insuperable. Hongkong is not yet out of the financial straits into which is common with other dependencies of our Empire. It has been driven by the unrelenting Nonconformist conscience ridden

vote-catching policy of a deplorable Government. Everything that could be effected by a clear intellect and resolute will was carried through by the Governor during, perhaps, the worst crisis in the fortunes of this outpost of Britain since first the Union Flag was planted on its shores. Misunderstanding, misrepresentation, opposition from within and from without, hampered and thwarted him at every step, until his consciousness of right and tenacity of purpose triumphed at last. Here he was blindly accused of being too willing to acquiesce in the extravagancies of the faddist régime at Westminster, and there he was calumniated in Parliament and accused of wilful disobedience to and evasion of the orders of the Imperial Government. It must have been discouraging uphill work. His Excellency depended, of course, upon the leading lights in the community for so much—for information first, even for advice, and always for help. It was September, about three years ago, when Sir Frederick Lugard fired his inaugural shot over the new rifle range at the Peak, and on being informed that he had scored a "possible" exclaimed: "Is that true?" This expression of doubt, disconcerting perhaps to those who arrange such functions, was not, as we remarked at the time, without its significance. A newly-appointed Governor arrives in a Colony where "his work is cut out for him." He is too often apt to accept the views and adopt the policy of his entourage, especially of those who have served his predecessors, and have all details at their fingers' ends. Sometimes these subordinates are men whose insight, sympathy and breadth of view, joined to their experience, render them of invaluable assistance to the new Chief. Sometimes the latter becomes the signing-machine and the mouthpiece of a fossilized bureaucracy. But not this time. Sir Frederick's exclamation "Is that true?" was, as we rightly surmised, an indication of his mind. Dismaying to see with other men's eyes, he has always insisted on seeing for himself. He has neither disregarded nor worshipped precedent. He has deigned to consider the views of those whose paths seemed most widely, to diverge from those which the Government wished to lay down for all to follow, and the result has been that the right way has been kept. He found the Colony distraught in hopeless confusion of ideas and clamorous disagreement. He had a long long-furrow to plough. The firmness and high courage with which he carried the new taxation measures, the calm resolution and patient toil with which he set himself personally to investigate the tangle of the enormous increase above the estimated expenditure on the Kowloon-Canton Railway, his diligence in carefully and personally working through every detail, are still fresh in the public mind. So many causes for decreased revenue, so many new demands for expenditure! The disaster to the Colony's purse by the loss on opium (without any visible corresponding real advantage) and the decrease in the value of rateable properties caused partly by the enforcement of the Public Health Ordinances of his predecessors, the unsatisfactory state of trade and the financial losses caused by an appallingly destructive typhoon, had to be met by novel expedients—indeed, experiments. But his single-mindedness of purpose, and the rapidity with which he gathered the threads of the knotted and twisted net of Hongkong affairs, soon convinced all classes that "his heart was in it." It became known that there was no hole-and-corner business with Sir Frederick, who must have everything on a straight basis. His care for the sufferers in the typhoon is especially to be seen in the Mongkoktsui refuge, which it is hoped will be completed at an early date. His solicitude for the requirements of all is shown in every direction—in the prosecution and improvement of public works, no less than in reduction of expenses. The Tylam reservoir is a great and necessary work which he will not leave unfinished. The Chinese and European of the educated classes have been brought nearer by the wise and statesmanlike policy of Government House towards the Chinese under his régime. It is unnecessary for us here to dilate on the great advances that he has made, and how for the first time the Chinese of the highest class are at last coming into social contact with Europeans of the same *civitate societas*. And in the relations of the Government with that of Canton, the finest tact and determination not to disagree have marked His Excellency's administration. Less arduous, though greatest and most enduring of his achievements is one noble in its purpose, vast in its ideals, and successful in its inception. How deeply and widely the University of Hongkong will influence China one may hardly dare to prophesy. It will, without question, become the centre of Western education out here, and the meeting-place of the civilized thought of East and West. While Brigadier-General Sir Frederick John Dealtry Lugard, K.C.M.G., C.B., D.S.O., goes home to take that rest to which three of probably the hardest years in his life (harder, perhaps, than slave-hunting in Nyassa-land, or administering Uganda) have richly entitled him, he leaves here in the stores and spirit of the Hongkong University an impishable name.

The Governor's Departure.

HIS ADMINISTRATIVE ACCOMPLISHMENTS.

(Special to the "Hongkong Telegraph.")

With the departure on leave to-morrow of Sir Frederick Lugard, the Colony loses temporarily an administrator whose term of service has been marked in more ways than one by the development of its interest and the furtherance of its progress. His Excellency assumed the reins of government on the 28th of July, 1907, in succession to Sir Matthew Nathan. There is a proneness on the part of Crown Colonists to take exception to military Governors, but certainly in the case of our last two Governors nothing was there to be found fault with. Few Governors of the Colony made themselves more popular or did better work than Major Sir Matthew Nathan. Nor has Brigadier-General Sir Frederick Lugard failed to keep up with the high ideals set by his predecessor. His Excellency carries away with him the best wishes of this community combined with the hope that he will soon be amongst us again in full fettle and in continued good health.

During His Excellency's administration many very important movements connected with Hongkong's welfare have been projected or carried on. When he arrived in the Colony nearly three years ago it was suffering severely from trade depression and in a financial sense appeared to be verging

ON BANKRUPTCY.

The first consideration, therefore, which our new Governor had to face was the ways and means for the raising of funds. This all-important problem was made more difficult of solution because of the fact that just about that time the Liberal Government had sent out its fiat that the opium traffic had to come to an end. This, of course, meant a big reduction of revenue, for the opium trade had for years represented one of the most productive of Hongkong's feeders of the public purse. Though the stoppage of the opium imports was to be gradual, its effect was immediately felt by the Colonial Treasury, and His Excellency took up the prudent policy of approaching the Colonial Office and demanding that Hongkong should receive compensation for the loss of its revenue caused by the restrictions put upon her by the Home Government. His representations proved to be so powerful and to the point that guarantees were given of an Imperial grant partially to cover the deficit which their opium decree had severed to create. As it was

VERY HAPPILY PUT

in the address presented yesterday by the Chinese Community:—"Since Your Excellency came to give peace to this state, all the business of administration has been carried on by you with success, but you have regarded the development of education and the encouragement of talent as your most important duty, and all your energies and facilities have been devoted to the establishment of a University. Now the foundation stone has been duly laid and the magnificent project is on the way to realisation. We feel confident that in the future the result of the education given in the University will fulfil all expectation."

Certainly the greatest project with which Sir Frederick Lugard's name will remain associated for all time is the history of Hongkong will be the University scheme. From the very day that he arrived in the Colony His Excellency lost no opportunity of impressing upon the people that the establishment of a University was one of the most crying needs in our midst. Whilst not belittling by any manner of means the excellence of existing scholastic institutions, he was of the sound and definite opinion that Hongkong required a University of her own. So forcible did his arguments prove that they penetrated to the hearts of all, and now, through the

GENEROUS LIBERALITY

of Sir Horne Mody and the Chinese communities of Hongkong and Canton, as well as of that of local merchants, we have witnessed the materialisation of Sir Frederick's scheme, which at no very far distant date was generally regarded as visionary and impracticable.

Sir Frederick Lugard has enjoyed the pleasure of seeing his hopes fulfilled and of himself laying the foundation stone of Hongkong University. It may be that he will yet be occupying the Governorship of the Colony when the time comes for it to be opened and such a consummation would be entirely fitting, and gratifying to all concerned. At the presentation of the Chinese address yesterday, Hon. Dr. Ho Kai expressed the hope that during his sojourn in England, Sir Frederick would be able to obtain still further donations towards the University scheme and its endowment and His Excellency assured his hearers, with characteristic tenacity, that he would do his best, though pointing out at the same time that the matter is one that primarily affects us out here. But it is not only in the case of the University that His Excellency has left his distinctive work upon our Colonial administration.

CANTON-KOWLOON RAILWAY

and especially of the British section, he has shown intense interest and endeavour to speed on the work and keep down expenses which unfortunately have amounted to so much more than the estimates. His Excellency has kept himself in constant touch with the progress of the line and has made many journeys along the track in order to see for himself how things were proceeding. His last visit was made only a few days ago, on which occasion he was accompanied by the principal Government officials. The party traversed the whole route to the boundary by rail with the exception of No. 4 bridge, which had to be crossed on foot. So that Sir Frederick will be able to report favourably, when he reaches Home, upon the constructional progress if not upon the inflated costs. One could dilate almost

endlessly upon the many public measures that have been effected under the aegis of Sir F. Lugard. Space permits of dealing with only a few of the more important. But this article would be incomplete without reference to the

FINANCIAL POLICY

initiated by His Excellency when the funds of the Colonial Exchequer had become depleted and the revenue was still falling. Some bold step was obviously necessary to make ends meet and locally the tension of feeling as to which section of the community was to bear the brunt of new taxation was as keen as that which in England preceded the issue of Mr. Lloyd George's Budget. As it is well known now, the Governor and his advisers hit upon the expedient of taxing liquors. A Customs Service was established and is now in full working order, whilst at the same time the price of liquor licences has been raised all round. Money had to be got somehow, and no doubt Sir Frederick's policy in this respect was as sound as it was in other directions.

LOCAL AND GENERAL.

The French Mail of the 19th March has been delivered in London.

His Honour Mr. W. Rees-Davies, K.C., Acting Chief Justice, presided at the Summary Court this morning.

A TELEGRAM has been sent to ex-Viceroy Tien Ch'un-huan summoning him to Peking for appointment.

TELEGRAMS from Constantinople state that the Sultan is suffering from measles. The illness is not serious.

M. DUBONNET has flown in an aeroplane across Paris, starting from Juvisy and landing in the Plaine Bagatelle.

FOUR rice shops of Swatow have closed their business with a large indebtedness and two native banks have also been involved in lawsuits.

It is announced from Washington that the proposed United States expedition under the auspices of Commander Peary has been abandoned for this year owing to lack of funds.

Mr. Wilbur Gracey, American Consul at Tsingtao, has received information from the State Department of his transfer to Nanking. The former American Consul at Nanking, Mr. McNally, is transferred to Tsingtao.

THE Third Officer of a British ship was fined \$50 at the Magistracy this morning for being drunk and disorderly and assaulting an Indian constable in Connaught Road Central early this morning.

THE Oriental Hotel billiard handicap match commenced last night, when Warren (8 & 75) played Lee (scratch). The former won by 25 points. To-night A. R. Ellis (scratch) will meet J. H. Mead (ones 50).

A FAREWELL dinner is to be tendered to Mr. W. M. Anderson, manager in Hongkong of the International Banking Corporation, by the Chinese bankers and merchants, at the Chinese Club, to-morrow evening.

At the Summary Court this morning Mr. Sheuton asked for a certain action to be adjourned, as one of the defendants was busy worshipping at the ancestral tomb in connection with the Ching Ming observance. The adjournment was granted.

THE Bishop of Victoria will be absent from the Colony for the next fortnight or so. He has gone North on board H.M.S. *Monmouth*. He intends to return in good time for the Ordination Service announced to take place in the Cathedral on Trinity Sunday, May 22nd.

THE sum of P.1,800 has been allotted by the secretary of commerce and police for the construction of a telegraph line from Damb, Ambo Camarines, to the Paracale mining district, thus placing the miners in communication with the outside world. The construction of this line promises to aid much in the development of the mines throughout the district.

IT is reported from Davao that on the plantation at Lusa, managed by H. S. Peabody, 100 Castillia rubber trees, three years old, were rubbered without selection of trees and the measurements three feet above the ground ranged from 22 to 34 inches in circumference. These trees are bearing seed and from reports it appears that they are equal in size to the rubber trees of Ceylon which are from 5 to 7 years old.

THE *Maxila Times*, of 25th inst., says:—"The three carcasses who were arrested in connection with the attempted smuggling of opium, which came from Hongkong steamer *Kubi*, have been set free by the authorities. No evidence could be brought forward connecting them with the attempted landing of the drug. As they were not seen handling the sack or barrels, it was presumed they were innocent. The customs authorities made a technical seizure of the *Kubi*, but it is stated by the representatives of the vessel, that no grounds exist for connecting the ship's crew with the smuggled drug. It is their belief that the drug was placed in the barrels before the ship received them at cargo."

AN Olongapo despatch April 25 says:—"This station is now in a rather upset state on account of small-pox. Several cases have come to light which are extremely suspicious and as a result Olongapo is quarantined in so far as natives are concerned. No presses are now granted for the naval ferry and the commandant has seen fit to prevent people going or coming except officers and men on duty. A suspect camp has been located near the mouth of the Kelaklan river just west of the town and a guard established over the place to prevent communication. The navy ammunition lighter is minus three of its crew as they were detained in Cavite and are placed under observation and guard at that place. Everything is being done to prevent and confine the disease."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

"THE FINEST SITE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—In a letter which appeared in last night's issue of your paper, the Honourable Mr. Osborne challenged my contention that the vote taken upon the resolution which I brought forward at the last meeting of Council did not truly reflect public opinion; and he took exception to my saying that his vote was not representative, on the ground that this was "some-what like belittling your opponent after the fight." Under ordinary circumstances, when worsted in debate in Council, the proper thing to do is doubtless to accept the position, but in this case the circumstances were exceptional, and, I venture to think, the exceptional course which I have since pursued. The unusual action of His Excellency the Governor, in seeking to obtain, through the unofficial members, an expression of public opinion on a question which he is fully empowered to decide, clearly showed that he thought it a matter in which the community have a special claim to be heard. His Excellency doubtless feels that the people most concerned are the more permanent residents. With these it is something of a personal matter, as well as a matter of public concern. A high building on the north of the Law Courts, not only blocking them in from the seaward, but making them look ugly and ridiculous from the square itself, would be a permanent affliction to the eye; just as the thought of the circumstances under which the site was alienated from the public would prove a perpetual annoyance to the mind. Eminently it is a matter for reference to residents.

That being so, the voice of at least every leading member of the community should count for as much as that of any member of the Legislative Council. Claiming at the last meeting to hold the "proxies" of upwards of 40 leading men, I could not agree to regard the unofficial majority against me as final. That claim I have since made good, as the published correspondence with the Honourable the Colonial Secretary shows, and much as I respect my unofficial colleagues, I cannot allow that, in a discussion at which the public was, figuratively speaking, invited to attend, the voice of each should have "the strength of ten."

As regards the main contention I have now merely to point out that the proceeds of the proposed sale would only suffice, on His Excellency's own showing, to make a beginning with the projected waterworks extension, and to erect one pier; and that therefore, in any event, the various other schemes mooted by Mr. Osborne will seemingly have to be postponed until the Greek Kalends. But far be it from me to belittle him, particularly as an opponent. I regard him as a most formidable one; and to fight alongside, instead of against him, in the interests of the Colony, will always be my desire.—Yours truly,

M. STEWART.

Hongkong, 25th April, 1910.

"THE SITE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Dear Sir,—No better illustration can be found for the truth of the Colonial Secretary's contention that "the signatories to the document (against the sale of the site to the north of the new Law Courts) are themselves divided by mutually antagonistic opinions" than the letter appearing in your last night's issue over the signature of "A Protestant." Mr. Murray Stewart is for preserving "the open space" with the express idea of allowing the Law Courts to be seen from the seafront. And yet "A Protestant," who, it is to be inferred by his letter, supported Mr. Stewart with his signature in the protest lodged with the Governor, plausibly prays that "Heaven save us from any more abhorious ideas of that description!" alluding to the building of granite which is to do duty as the City's Chief Court.

I should have imagined that—if the stately pile of granite is an abortion of architecture and such an eyesore, why clamour for its full exposure to the harbour view, so as to be able to point it, with civic pride, to the tens of thousands of globe-trotters who include Hongkong in their itinerary? If the building is what its detractors make it out to be, the best service that can be rendered to the Colony, is to have it screened from its visitor's view, if the Colony were to provide the veil out of its public purse, the taxpayers might be called upon to meet a bill admittedly beyond their present resources. The provision has been voluntarily offered by the proposed purchaser of the site, who is unconsciously rendering the Colonists a double service.—Yours, etc.

DOLLARS AND CENTS.

Hongkong, 29th April, 1910.

SIR FREDERICK LUGARD.

"JUSTUM ET TENACEM."

The man who firm to his resolve doth stay Nor tyrant's frown nor bawling mob shall sway From his intent; nor Tal-loon when he raves The stormy chief of China's restless waves, Nor the strong arm of Jove who rules on high Hurling his thunders through the flaming sky. Were Heaven on Earth in ruin fell to rush, A life but not a Soul, the fall would crush.—From Horace.

MEETINGS of the Perak-Sugar Cultivation Company and of the Kelumpong Rubber Estates Company have been summoned for May 12 to consider a proposal for the formation of a new company to be called the Gula-Kalumpong Rubber Estates, Ltd. to take over the undertakings of the two companies. Alternative proposals will be submitted for the registration of the new company in London or in Hongkong. Details of the new scheme are supplied in circulars to shareholders in the two companies.

GOVERNMENT HOUSE.

OFFICIAL DINNER TO-NIGHT.

His Excellency gives an official dinner at Government House to-night at 8 o'clock at which the following will be present:—Admiral, Mrs. and Miss Lyon, Sir Henry and Lady May, Mr. Hazeld, Mr. Rees Davies, Bishop of Victoria, Colonel St. John, Bishop Pozzani, Mr. and Mrs. Slade, Mr. A. M. Thomson, Mr. Chat-ham, Dr. and Mrs. Atkinson, Mr. E. A. Hewitt, Mr. and Mrs. Brown, Mr. and Mrs. Badley, Dr. Ho Kai, Mr. Wai Yuk, Mr. Murray Stewart, Mr. Osborne, and Mr. Clementi.

EVIDENCE ON COMMISSION.

DISCUSSION AT THE SUMMARY COURT.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, in the Summary Court this morning, Mr. Gardiner in the course of a certain action raised the question of obtaining evidence on commission from Australia.

Mr. Hinds opposed the application and asked for a date to be fixed for the hearing. His friend had filed interpleadings and the question of taking evidence on commission from Australia could not possibly be discussed.

His Lordship—I don't know anything about the case.

Mr. Gardiner—Quite so, my Lord; but the question must be discussed.

His Lordship—I shall adjourn the case in order to argue the point.

Mr. Gardiner—I would prefer to be heard in Chambers.

It was decided that the point should be heard in Chambers.

A QUESTION OF COSTS.

LIABILITY ADMITTED BUT COSTS PREVENT A SETTLEMENT.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, in the Summary Court this morning, the Haog Shing firm sought to recover from Oscar Wilson the sum of \$146.50 for goods sold and delivered.

Mr. Jackson on behalf of the plaintiffs suggested that the defendant consent to judgment and save further costs. The liability was admitted in certain correspondence he had received.

Mr. Gardiner said that he admitted liability but the question was one of incurring further costs.

The case was adjourned. The case of Chua Wah and Company against the same defendant for \$45.25 was also adjourned.

A MATERIAL WITNESS.

CASE ALLOWED TO STAND OVER.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, the case was again mentioned in which Messrs. Bumann and Berlinger are seeking to recover from Mr. W. H. Embertley, of 43, Robinson Road, the sum of \$400 for work done and materials supplied.

Mr. M. J. D. Stephens on behalf of the plaintiffs asked that the case be allowed to stand over owing to the absence in Holbow of a material witness. He asked that the case be allowed to stand over and put into next Friday's list, otherwise his friend might think he had withdrawn the action altogether.

Mr. Hinds contended that the case be heard next Friday, as in a case like that his friend must have his witnesses ready.

Mr. Stephens—I won't harm my friend at all (Laughter).

Mr. Hinds—I am ready to go on. The case has been on for five weeks.

His Lordship (To Mr. Stephens)—Have you had an adjournment already?

Mr. Stephens—Yes, one.

The application was granted.

Mr. Stephens at this point applied for leave to amend the writ. The words "Work done and materials supplied" should be substituted for "Goods sold and delivered," as it was not a case of goods sold and delivered. He did not wish the matter to drop up at the hearing of the case.

His Lordship—Is it material?

Mr. Stephens—Yes, my Lord, it is material. Leave to amend was granted.

Mr. Hinds asked for costs of the adjournment.

Mr. Stephens—It is usual for a case to be adjourned twice before it is heard (Laughter). Anyway, I do not ask for costs (Laughter).

CANTON DAY BY DAY.

THE SPIRITS FARM.

[From Our Own Correspondent.]

Canton, 28th April, 1910.

It has been reported that a spirits farm for the whole province of Kwangtung had been granted by the Shin Hsu Kuk Department to a merchant named Leung Kwok Chun at an annual rental of \$500,000. So far, the people have no knowledge to what purpose the fund thus raised is to be applied. The local Provincial Deliberative Council has now addressed a despatch to the Viceroy asking for an explanation as to how the large sum of money to be derived from the annual spirits monopoly will be appropriated and whether it will be applied to make good in part the loss of the provincial Government revenue by the proposed abolition of the gambling farms throughout the whole province.

DEVELOPING HUANGCHOW.

A proposal is now on foot to build roads connecting the port of Huangchow with the neighbouring villages for ricksha traffic.

THE LATE TAI HUNG SEE.

The remains of the late Grand Councillor Tai Hung See, who was a native of Canton, arrived here to-day by the China Merchants Steam Navigation Co.'s steamer *Kiangshah*, and were landed at the Government Tien Tsu Wharf, where a large number of people were present to receive the coffin and show their last respects to the deceased.

NANKING EXHIBITION.

The Canton exhibit for the forthcoming Nanking Commercial Exhibition, now exposed in the Fat Yip Assembly Hall on the new wharf, was inspected by the Viceroy and many other officials to-day.

THE CHANGSHA RIOTS.

THE STORY OF THE TROUBLE.

Hankow, April 18.

The origin of the Changsha riots seems to have been as follows: A very poor family living in the city were starving, and the husband made up his mind to go outside the city to try to find work, and on the morning of the 12th instant he went out. On the following day he returned home and found his wife dead, having died of hunger. He then took his two children and threw them into the river and then drowned himself. By this time a crowd had gathered, and later the grandfather and grandmother, and they began to blame the Chinese officials for not assisting the poor, and for not reducing the price of rice.

Shortly afterwards they asked a relation of the deceased to go to a rice shop a few yards away and buy a sheaf of rice; he paid 80 cash. About half an hour afterwards a friend of the latter went to the same shop to buy a sheaf of rice and was told that the price was 84 cash. The man then complained, and pointed out that his friend only half an hour earlier had paid but 80 cash a sheaf of rice, and he could not see how he should be charged more. To this the shopman replied that rice was becoming dearer all the time, owing to the scarcity and that he would have to pay this higher price, which the poor man refused. The two finally came to blows, and the Chinese police were called in. By this time some of his friends had come to the rescue and after some fighting were all marched off to a small Chinese police station close by. A couple of hours later a large crowd gathered round the police station and demanded the release of their poor friends, which was refused.

They then stormed the police station and had a hand-to-hand struggle with the policemen, one policeman being killed; finally police reinforcements arrived and arrested the ringleaders and marched them off to the Chief of Police station in the city. On arriving there the Chief of Police, Thoinet Lai Tze-pai, refused to let any of them go, and the crowd then numbering several hundreds went in and stormed the Police station and dragged the Chief of Police out on the road and hung him up to a tree.

One of the policemen, seeing this, took off his uniform and in his disguise of a poor countryman went and took the Chief of Police down from the tree. The unhappy official was in a dying condition, having been almost beaten to death. This rescue of the Chief of Police was against the man as he was merely acting under orders from the Governor, and that it would be best to go to the Governor's yamen and have the matter settled. When there the soldiers in the yamen took charge of the Chief of Police, and the Governor told the crowd to go away, and refused to release the men who had been arrested in the morning.

The crowd then got excited and tried to gain an entrance into the yamen by force, and the yamen soldiers shot and killed some, thereby making matters much worse, and giving rise to a riot involving several thousands. By the time evening came on the trouble had become very serious.

The officials and the Provincial Treasurer from the Treasurer's yamen, after consultation with the Governor, agreed to reduce the price of rice and issued a notice that the price would be at the rate of 60 cash per sheaf. But to this the mob would not agree and demanded that the price be reduced to 40 cash; to which, in turn, the Governor would not agree. Later in the evening of the 13th inst., the crowd increased in large numbers and collected around the Governor's yamen and again tried to force an entrance by trying to break through the back walls.

They then went and broke into some of the kerosene shops in the city and set fire to the yamen, which was burnt down, the officials fortunately managing to escape in the excitement and darkness. It was reported during this time that the Governor was either killed or had poisoned himself, and that his son had been killed.

After the demolition of the Governor's yamen, the riotous mob went and broke up all the rice shops in the city, broke into the Ta Ching Government Bank, and looted the China Inland Mission, the Norwegian and Wesleyan Missions, and then set fire to them. Subsequently they also looted the London Mission, the United Evangelical Church Mission and the C. I. Mission Liberator's Branch, and smashed up all the furniture.

The Roman Catholic Mission and their church were next destroyed, and also the godowns, premises and bulks of Messrs. Jardine, Matheson and Co., and Messrs. Butterfield and Swire. All this took place during Thursday and Friday, the 14th and 15th instant.

The mob next turned its attention to the Custom House and Post Office, also to the Standard Oil Co.'s and Asiatic Petroleum Co.'s godowns and looted and destroyed them all, also the Japanese Consulate and the Changsha Cash Mint, and burnt down all the Chinese Police stations, leaving nothing behind.

The rioters looted the godowns of the Standard Oil Co. and Asiatic Petroleum Co. before they destroyed them, the contents being used as fuel to burn hulks alongside the wharves.

Three Chinese gunboats and three thousand soldiers were dispatched from Wuchang on Friday night, and on their arrival at Changsha, after exchanging a few shots, managed to quieten the mob, and from latest advices received by telegram all was quiet on Monday the 18th at noon.—H. C. D. News.

TELEGRAMS from Kingston, Jamaica, state that the biggest lilet of the group, known as Morant Days, situated about 30 miles east of Jamaica, has disappeared beneath the surface of the sea to a depth of four fathoms. The belief that there has been a submarine disturbance is strengthened by the fact that a liner, bound from New York to Havana, has reported passing a vast sheet of dead fish.

JAPANESE SPINNING INDUSTRY.

GREAT ECONOMIES INTRODUCED.

In the opinion of the Osaka Mainichi, the difficulties experienced by spinning companies in their business on account of the high price of raw cotton will be increased during the next half-year. The journal observes that harmony in the prices of raw cotton and cotton yarn is lacking. If the result of the new crop of cotton is better than last year, there will be a difference of Y5 or Y6 in the price between the old and new crops, and those spinning companies which hold a stock of the old crop of cotton will lose to that extent. This has led spinning companies to consider the advisability of producing more cotton cloth rather than to sell yarn, the former being more profitable than the latter. Those mills already engaged in weaving looms, while others are now installing looms, and it is expected that the production of cotton cloth will be much increased in future. In view of the fact that the advance in the price of cotton yarn is insufficient to offset the advance in that of raw cotton, the companies are directing more attention than ever to the utilization of waste raw cotton and cotton yarn, and the operatives are to be fined if the wastage goes beyond a certain limit. Further, the periodical duration for rest allowed to the operative is fixed at 10 or 15 minutes. In the past some latitude was allowed, but now the rule is to be strictly enforced. A change has been introduced in the mixture of qualities of raw cotton in the production of yarn. In this way great economies have been introduced in the management of all the spinning companies as a result of the high price of raw cotton, and it is not unnatural that this will lead to a deterioration in the quality of cotton yarn and also to complaints regarding the treatment of the operatives.—Japan Chronicle.

ANOTHER SUGAR COMPANY IN FORMOSA.

THREE MILLIONS CAPITAL.

The Hokko Sugar-Manufacturing Company, which was undertaken by the Suzuki Shoen of Kobe and Messrs. Komatsu Kusuya, Kado Kinsaburo, Goto Katsuzo, and others with a capital of ¥3,000,000 in 6,000 shares, has established its promoting office at the office of the Ataka Shoten, Corabashi, 5-chome, Osaka. The company's mill is to be completed in August next year. The head office of the company will be established in Formosa. The Japan Chronicle understands that the promoters of the company have obtained a charter from the Government to reclaim "waste land" for the cultivation of sugar cane. The company is to collect ¥2.50 on each share for guarantee money between the 20th and 30th instant and to call up ¥10 per share next month. The promoters expect to complete all the accommodation at the cost of not more than ¥1,000,000 and to reap a net profit of ¥500,000 per annum on the opening of operations.

"THE PASSING OF THE PIG."

A PIGGIN LAY.

Fairplay contains this amusing verse in piggin English, on the failure of Sir T. Sutherland's project for the cold storage importation of Chinese pork into Britain:—

The following fragment reaches me from the master of the Chinese junk Ah. Why, trading between the Whooing Bar and Port Phillip Heads, and occasionally deviating as far as Leadenhall Street or East India Avenue. On telegraphing to the Admiralty the document is generally attributed to the Chairman of the P. and O. Company, and is, indeed, taken to be a soliloquy by him, inspired by recent happenings:—

"THE PASSING OF THE PIG."

What side cab catches plopa sleight?

That ten pē-ten diminish.

My fleet be plenty up to date.

Yei allo tade haye finish.

My no can call Newchwang Bean.

Too much snow an' ice.

That outside Owner far too keen.

Besides my ship too nice.

Suppose my no give plopa chance

My "Foki" he make trouble.

That "Outward Rate" be no advance.

Must make that Home one double.

Hi-Yah! My catches Chien Pig.

He Numpun One good chow.

My float one Kongit, plenty big.

Shanghai side or Hankow.

Blue Funnel men he face go green.

↑ Taikoo he wellly sick.

§ Ewo can have Manchurian Bean.

|| Maskee! My take one tick!

But Liv'pool Man he slump my ace.

My weep an' ask "What fashion?"

"Suppose you make spoil my face."

"How can sell Chien Ration?"

My no can walk Shanghai Bund

Suppose no new design.

Hi-yah! My talker William L.

"Can sell Blue A—Line?"

L'ENVOI.

Five piece more good ship have bought.

That old tick my have taken.

That Liv'pool Man small face have got.

No waiten Chien Bacon!

*Foki, partner or shareholder. †Kongsi.

Syndicate or Company. ‡Taikoo, Butterfield

and Swire. §Ewo, Jarline, Matheson and Co.

Limited. ||Maskee! "Never mind!"

Mr. C. Arthur Pearson, the newspaper proprietor, owing to ill-health, has disposed of his controlling interest in *The Standard* to Mr. Davison Dalziel, Unionist Member for Lambeth.

BISHOP BRENT ON OPIUM.

LECTURE IN MANILA.

Bishop C. H. Brent of the Episcopal Church delivered a star lecture to a well filled hall this afternoon on the history of opium in the Orient, says the *Cebu News* of 24th inst. Bishop Brent spoke in effect as follows.

It is marvellous that such an insignificant plant as the poppy has played so important a part in the history of the world both for weal and woe, a benefit when used as a medicine and of incalculable disastrous results to the physical, intellectual and moral nature when by unrestricted use it became a vice.

The use of opium was introduced into India in the twelfth century. Its names in a corrupted Greek word and in the Chinese language signifies foreign medicine. Throughout the Chinese empire the foreign medicine idea attaches except in Canton where it is known as tea, so called perhaps to its being alluded to as such in certain English documents which gave it official recognition to contraband opium importation.

At first opium was boiled and in some places it is now used as grease. Usually it is extracted or scored.

India, Turkey, Persia and China are the opium producing countries. Turkey produces the highest grade which is exported to Germany because of its morphia content; it is disagreeable to the taste. In Turkey opium is analogous to rice in the Philippines as an economic and food factor. The abuse of opium occurs in China and India. In the latter country the East India Company has succeeded the Grand Mogul as monopolist. In its attitude towards opium England has not risen to its high moral opportunity. Influenced by Warren Hastings its course has been to secure revenue by its use.

China almost consistently opposed opium. One of its emperors issued an edict against tobacco, the smoking of which led to the smoking of the poppy plant with which it was at first mixed. The efforts of Chinese emperors to stop opium shows that the Empire is not so autocratic as people usually think. China is really a federation largely democratized. In some particulars it is more democratic than America. To this fact is due the failure of numerous imperial edicts to prevent the extension of the cultivation and use of opium in its territory.

Effective opposition to opium began with the report of the committee appointed by the Philippine Commission in 1903. This report spread throughout China even to the strong resulting in imperial edicts and agreements on the part of China and India by which at the end of ten years the cultivation and importation of opium into the empire will practically cease.

In 1906 that astute statesman, Secretary Root, secured an international commission the report of the American members of which showed that there was no American opium problem.

Great strides are making throughout the world in the advance toward opium extinction. In the Philippines the Customs and Internal Revenue bureaus have made legislation so effective that only the rich are enabled to use the drug.

Smuggling into the country will continue until an international commission penalizes it. America has always been set against opium and by no treaty has its citizens had the right to sell it. While legislation does not reform it is a great educative force and with races whose moral resistance is weak, as evidenced by ignorant coloured people in the Southern part of the United States with regard to cocaine, it is necessary to restrain by law.

While we warn people we should at the same time inspire them. What all want is greater self control till the need for legislation be minimized and a nation become great and free. Director Frank L. Crane presided at the lecture. Music was furnished by the San Fernando (U.S.) High School orchestra.

ACCIDENT TO THE "JASON."

ASHORE NEAR PREOBRAZENIA BAY.

The *Jason* Chronicle is informed that the s.s. *Jason*, with a full cargo of zinc ore from Tientsin Bay consigned to Messrs. Samuel Samuel and Co., Ltd., Moji, ran aground on Stolbova Point near Preobrazhenia Bay and remained fast for a period of two days. The captain, officers and crew commenced to jettison the cargo, and after emptying No. 1 hold containing about 400 tons, with the assistance of a slight swell and the engines she came off and proceeded to Moji where she is now being discharged by Messrs. Lyons and Co. So far no damage has been found and she is not making any water. After finishing her discharge at Moji she will proceed to Nagasaki to dock for bottom examination.

Events Coming.

Saturday, 30th April.

Geo. P. Lamert, auction sale of 500 cases C. binet Whiskey, at Holt's Wharves, Kowloon, 11 a.m.

Hongkong Electric Co., Ltd., Annual Meeting at Company's offices St. George's Building, 12 o'clock noon.

H.E. the Governor's departure on home leave.

Hughes and Hough Auction Sale of High Class Goods, 2.30 p.m.

Hongkong Association Football League, Second Division, presentation of "Ellis Cup," Football Ground, Happy Valley, 5 p.m.

Sir Henry and Lady May "At Home" Royal Hongkong Yacht Club.

Engineers' Institute—Paper on Lubricants. Volunteer Smoking Concert, 9.15 p.m.

Y. M. C. A. Concert.

Farwell Dinner to Mr. W. M. Anderson Chinese Club, 7.30 p.m.

Kowloon Cricket Club Annual Dinner.

Monday, 2nd May.

Dunlop Rubber Plantation Co., Ltd., Meeting 11.30 a.m.

Geo. P. Lamert, Auction sale of Leasehold Property, at sales room, Noon.

Shanghai Race Meeting.

To-day's Advertisement.

MAGISTRACY.

IT is hereby notified that a MEETING of the LICENSING BOARD will be held in the Colonial Secretary's Office at 2.15 p.m. on MONDAY, the 9th day of May, 1910, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898-1909, viz:—

From one PHILIP HUGO JULIUS SOMMER for the transfer to him from one C. SEEGGER of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 255 and 256 Queen's Road Central, under the sign of "The German Tavern."

Applicant is at present the holder of an Adjunct Licence on the premises known as "Vienna Café Limited," Queen's Road Central, G. A. WOODCOCK, Secretary to the Licensing Board. Hongkong, 19th April, 1910. 1333

COMMERCIAL.

YARN MARKET.

Since our report by the last mail of the 14th inst the dulness in our market has been more pronounced and no purchases have been reported, the cheap rates ruling not proving a sufficiently strong inducement for buyers to come forward. Bombay has cabled its willingness to sell May-June delivery and a slight decline has been established there. Exchange has been steady and consequently buyers are holding aloof and sales during the interval were very insignificant. At the close the market is extremely dull and quotations are quite nominal.

Total sales 1,200 bales. Unsold stocks 7,000 bales. Sold but un-delivered in the godown and to arrive 35,000 bales.

Arrivals.—The mail str. *Dolls* and extra str. *China, Bingo-maru* and *Ten Nois* from Bombay, and str. *Namwang* and *Laiyang* from Calcutta have brought in 14,511 bales for Hongkong, and 13,000 bales for Shanghai; no shipments from Hongkong to Shanghai, and Coast ports.

Shanghai.—The market is reported very quiet and a slight decline has taken place. An increased stock is on the market, but there are no buyers.

Japanese Yarn.—Nothing doing. Local Mill.—Nothing doing.

Raw Cotton.—On account of higher prices, no business has been done in Bengal cotton. Stocks 215 bales. No sales in China cotton. Stock 80 bales. Quotations: Bengal at \$34 to \$38; Chinese \$37 to \$13 per picul.

Rupees, T/T 134½ Rupees, D/D 135. Sterling, D/D 1/9 11/16. Sterling, 4m/11/9 15/16. Shanghai, T/T 74½ Japan 88½. Bar Silver, 24 15/16.

POLISHWALLA & KOTWALL, Cotton & Yarn Brokers.

TO-DAY'S RUBBER QUOTATIONS.

April 29th, 3.30 p.m.

The following quotations for rubber sheets, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allazars	7/
Anglo-Java	7 1/2
Anglo-Malay	7 1/2
Balgownie	5 1/2
Batu Tigas	120/-
Bertams	117/6
Bukit Kajangs	100/-
Bukit Rajahs	360/-
Carey United	35/- prem.
Cattifields	120/-
Changkat Serdangs	520
Cleras	112
Damansaras	185/-
Eastern Internationals	42/6 prem.
Fed. Selangors	340/-
Glenally	53/6
Glenfields	160/-
Goldconas	140/-
Golden Hopes	165/-
Highlands and Lowlands	155/- x right
Indragiris	543
Jach Keoneths	365/-
Jequies	131/-
Jonglandors	27/6 prem.
Kamunings	111/- prem.
Kuala Lumpors	225/-
Lanadrons (fully paid)	150/-
Lanadrons (ppd.)	112/6 prem.
Labus	205/-
Ledburys	112/6
Linggis	65/-
London Asiatics	117/6
London Ventures	8/9
Merlimans	8/9
Pajams	520
Pegohs	556
Rubber Trusts	69/- prem. ex n. i.
Saggas	320/-
Sandycrofts	543 buy.
Sapongas	40/-
Seafields	155/- prem.
Sekongs	40/- prem.
Shelfords	85/-
Singapore & Johore	522
Sumatra Paras	155/-
Sungel Chobs	120/6
Sungel Kapars	210/-
Tanjongs	65/- prem.
Tangkabs	32/6 prem.
Old Rants	116/- ex n. i.
United Serdangs	140/-
United Singapore	5 1/2 sales
United Sumatras	147/-
United Langkats	87/6 ex right

Para Rubber 27/8. Kuala Lumpur Rubber Co. has declared an interim dividend of 6/- per share.

To-day's Advertisements.

ROYAL HONGKONG YACHT CLUB.

THE YACHTING SEASON of this Club will be brought to a close on SATURDAY, 30th inst., by LADIES' RACES for the Handicap and One Design Classes.

A First Prize in Each Class will be presented by Mr. A. B. ROUSE, and a 2nd Prize for Each Class by Sir HENRY MAY. Starts will be made at 2.30 P.M. and 3 P.M. for Each Class, respectively, and the course will be: Mark Boat off the Western Point of Quarry Bay (port), Kowloon Rock (starboard), Channel Rock (starboard) and back to finishing line.

Sir HENRY and LADY MAY will be "At Home" in the Club to Yacht Owners and their Friends, and will also be glad to see anyone interested in Yachting.

Hongkong, 29th April, 1910. 1332

PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court,

PUBLIC AUCTION.

on

MONDAY, the 2nd May, 1910, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE.

TERMS.—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 19th April, 1910. 1334

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DELHI."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. *Chims* and *Accolam*.

From Calcutta, ex s.s. *Orono*, From Persian Gulf, ex B.I.S.N. and B.S.P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th May, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 28th April, 1910. 14

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Capt. S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 6th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a fully certified Doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 29th April, 1910. 1331

DRAUGHT BEER.

ENGLISH ALE AND STOUT In Stone Jar at \$1.25 per Gallon.

ENGLISH ALE AND STOUT and also ASAHI BEER.

In Syphon at \$1.60 per Gallon.

THE POPULAR DR. MACKENZIE'S STOUT.

(Nothing beats it for this climate, it being light, wholesome and very digestible.)

PER DOZEN PINTS - - - - \$2.60

" " Splits - - - - 1.75

H. PRICE & CO., LD.

WINE MERCHANTS,

12, Queen's Road.

Telephone 185.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER. SAVING 5, 7 or 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 15TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 13TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	
"MONTEAGLE" TUESDAY, AUGUST 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

12]

INDO-CHINA STEAM NAVIGATION CO., LD.

Proposed Sailings from Hongkong—Subject to Alteration.

For	Steamship	Da
SINGAPORE, PENANG & CALOUTTA LAISANG		TUESDAY, 3rd May, Noon.
SHANGHAI via NINGPO		TUESDAY, 3rd May, 4 P.M.
MANILA		FRIDAY, 6th May, 4 P.M.
SANDAKAN		FRIDAY, 6th May, 4 P.M.
MAUSANG		SATURDAY, 7th May, Noon.
LAONGSANG		FRIDAY, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI		TUESDAY, 17th May, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kiungang*, *Nansang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout.

Taking Cargo on through Bills of Lading to Yangtze River, Shanghai, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Semporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215.

Hongkong, 29th April, 1910.

18]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"BZOHUREN"	1st May, Daylight.
MANILA	"YAMING"	3rd " 3 P.M.
SHANGHAI	"ANHOI"	5th " 4 P.M.
WEIHAIWEI & TIENTSIN	"HUOHOW"	6th " 4 P.M.
SHANGHAI	"QIHUANG"	8th " Daylight.
MANILA	"FEAT"	10th " 3 P.M.
SHANGHAI	"CHENAN"	12th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	18th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms, and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Awai, Chuan, Linan, Chinkuan*)—with excellent passenger accommodations, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

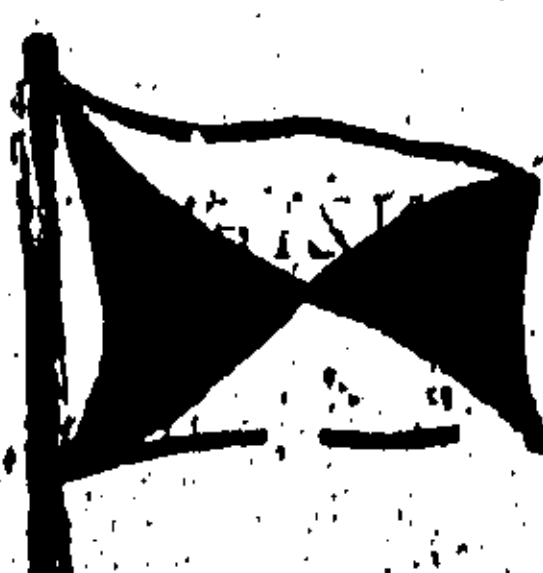
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26.

Hongkong, 29th April, 1910.

19]



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1540	A. Fraser	MANILA	SATURDAY, 30th April, at Noon.
CAIRO	1540	R. Rogers	"	SATURDAY, 7th May, at Noon.

For Freight or Passage, apply to

SHAWAN TOMES & CO.,

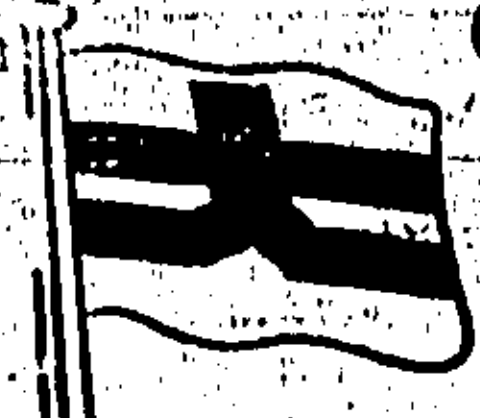
General Managers.

Hongkong, 29th April, 1910.

21]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 18th May, at Noon.
Do	"TACOMA MARU"	6,178	WEDNESDAY, 18th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI v. SWATOW & AMOY	"DAIJIN MARU"	SUNDAY, 1st May, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 12th May, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th April, 1910.

T. ARIMA, Manager.

16]

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON, AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"IYO MARU"	WEDNESDAY, 11th May, at Daylight.
	"HIRANO MARU"	WEDNESDAY, 25th May, at Daylight.
	"TANGO MARU"	WEDNESDAY, 8th June, at Daylight.

VICTORIA, B.C., & SEATTLE

"SADO MARU"

SATURDAY, 21st May

From KOBE

VICTORIA, B.C., & SEATTLE

"TAMBA MARU"

TUESDAY, 24th

May, at Noon.

Kobe, YOKKAICHI and YOKOHAMA

"AWA MARU"

TUESDAY, 21st

June, at Noon.

SYDNEY AND MELBOURNE

"MIKOKO MARU"

FRIDAY, 13th

May, at Noon.

ISLAND THURSDAY

"KUMANO MARU"

FRIDAY, 10th

June, at Noon.

AND BRISBANE

"CAPT. M. Winkler"

TUESDAY, 3rd

May.

BOMBAY, via SINGAPORE

"OYELON MARU"

WEDNESDAY, 11th

May, at Noon.

NAGASAKI, KOBE and YOKOHAMA

"KAMO MARU"

THURSDAY, 12th

May, at Noon.

Kobe and YOKOHAMA

"COLOMB MARU"

WEDNESDAY, 11th

May.

SHANGHAI, MOJI & KOBE

"KAWAOKI MARU"

WEDNESDAY, 4th

May.

DALNY, NAGASAKI, MOJI, KOBE & YOKOHAMA

"Upt. H. Peterson"

WEDNESDAY, 4th

May.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada

and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS

and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying the M. J. H. Mail, will be despatched from Hongkong on MONDAY, 25th MAY, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moria*, to 800 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 10th June 1910.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

S. A. HEWITT, Superintendent.

Hongkong, 29th April, 1910.

14]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "ERROLL"

On 3rd May.

S.S. "SURUGA"

About 31st May.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Hongkong, 29th April, 1910.

15]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

River Clyde 3,913 J. Kerr 11th May 1910

Oceanic 4,057 F. W. Davies 11th June

America 4,232 J. Maible 11th July

Aymara 4,361 J. Boyd 25th July

Superia 6,232 F. S. Cowley 23rd Aug.

These steamers are specially fitted for the

carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents

Queen's Buildings

Hongkong, 29th April, 1910.

16]

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking

through Cargo to Adelaide, New

Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

ROBBERS' STATE RETURNS.

	Feb.	Mar.	Total.
Allagar	1,850	2,050	5,900
Anglo Malay	49,718	53,167	152,915
Ayer Molek			1,344
Ayer Kuning	200		300
Balgownie	7,596	9,028	35,231
Batu Tiga	1,259	1,464	4,029
Batu Caves	1,124	1,161	29,835
Batu Tiga	5,700	6,509	16,857
Bertam	10,000	9,588	32,888
Bukit Kajang	937	2,603	5,686
Bukit Rajah	37,362		73,686
Bukit Lintang	2,500	2,850	7,350
Carey United	6,000	8,000	19,000
Castlefield	1,138	2,800	8,312
Changkat Serang	2,806	3,767	6,591
Cicely	5,556		18,556
Consolidated Malay	20,747		44,074
Caledonia	14,760	16,000	50,760
Damansara	9,022	10,854	54,671
Edinburgh	5,800		10,451
Federated (S'g'or)	8,830		19,533
F.M.S. Rubber	22,179	24,450	61,489
Gedong	7,500	11,500	24,000
Glenlyon	1,719	1,663	3,558
Glenziel	1,719	2,172	5,978
Golden Hope	3,748	6,101	12,747
Goldendale	10,981		21,509
Harpenden	3,500		6,745
High & Lowland	40,724	47,773	111,771
High & Lowland	11,144	13,162	37,161
Johore	8,000		16,000
Kapar Para	8,000		16,000
Kalumpang			16,000
Kamunting	5,600	6,332	18,341
Kempsey	2,374	7,104	7,152
Kepong	2,450	2,910	5,150
Kuala Klang	6,214	10,020	26,234
Krian Rub. Est.	1,500	2,091	5,773
Kuala Lumpur	41,715	47,000	131,310
Labu	9,344	16,112	38,319
Landau	2,058	27,717	76,931
Ledbury	3,010	8,522	24,882
Linggi	57,500	51,500	179,000
London Asiatic	7,555	9,851	26,318
Malacca Plant	27,000	27,000	84,000
North Hummock	4,293		10,500
Novia Scotlin	4,900	6,070	16,500
Pajam	1,350	2,000	4,350
Pataling	23,541	31,368	69,100
Pegoh	2,413	3,171	7,885
Perak Plant	7,730		19,163
Perak Rubber	510	621	1,676
Riba Rubber	4,314		9,314
Rubans	9,810	11,000	32,310
Sengal	4,168	5,169	14,437
Salaba	2,400	4,423	9,913
Sungai Choh	3,150	3,150	9,550
Sungai Kapar	16,000		34,000
Sundeycroft	6,438	6,280	23,566
Swatow	8,500	11,417	28,917
Saremban	33,188		66,781
Saremban	17,820	37,540	76,737
Selangor	4,279	5,370	9,599
Shelford	5,700	8,000	15,700
Singapore	6,800	8,937	27,749
Singapore Para	4,310	4,700	13,500
Strait Rubber	32,000		64,000
Sungai Salak	1,500	1,895	4,771
Tall Ayr	9,000	11,500	31,500
Tong	577	1,084	2,160
United Singapore	571	1,084	2,160
Vallambros	370,901	(year ending Mar.)	

From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps. (Singapore Press Press.)

COMMERCIAL

TO-DAY'S EXCHANGE.	Selling.
London—Bank T.T.	108
Do. demand	110 1/16
Do. 4 months' sight	109 1/16
France—Bank T.T.	237 1/2
America—Bank T.T.	44
Germany—Bank T.T.	184 1/2
India T.T. demand	134 1/2
Shanghai—Bank T.T.	74 1/2
Shanghai—Bank T.T.	74 1/2
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2
4 months' sight L/C	110 1/16
6 months' sight L/C	110 1/16
30 days' sight San Fco & New York	44 1/2
4 months' sight do.	46
30 days' sight Sydney & Melbourne	110 1/16
4 months' sight France	237 1/2
4 months' sight Germany	234
4 months' sight Germany	234
Bar Silver	15 1/16
Bank of England rate	25 1/16
5 sovereign	51.05

SHIPPING AND MAILS

MAILS DUE.	Indian (Grigory) and prox.
German (Prinz Waldemar) and prox.	
German (Duffing) 10th prox.	
Canadian (Hawthorn) 10th prox.	
The s.s. River Clyde left Manila yesterday, and is due here on 30th inst.	
The Barber Line s.s. Wray Castle left New York on 20th inst. for the Far East.	
The Mogul Line s.s. Ghazal left the United Kingdom on 24th inst. for the Far East.	
The s.s. Errol left Shanghai yesterday, for Hongkong, and is due here on 30th inst.	
The APCO Co's s.s. Kato left Kobe, left Moji this morning, and may be expected here on 4th prox.	
The H. A. L. s.s. Siamang left Singapore on 29th inst. a.m., and may be expected here on 5th prox.	
The C. P. R. Co's s.s. Empress of China arrived at Nagasaki at 12.30 p.m., on 28th inst., and leaves again at 7 p.m., same day, for Kobe, where she is due to arrive at 10 p.m., on 29th inst.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 28th at 12.05 p.m. The barometer has fallen considerably over E. Japan, and risen moderately in W. Japan. The depression is moving Eastwards over the Sea of Japan.

Pressure has increased over China, particularly in the North where it is now high.

Fresh to strong N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, freshening; showery, cooler.

2.—Formosa Channel, N.E. winds; fresh to strong.

3.—South coast of China between Hongkong and Japan, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Shipping.	Arrival.
Benander, Br. s.s. 1,950, Tough, 28th April—Kratu 2nd April Coal—G. L. & Co.	
Ulv, Nor. s.s. 88, Y. Pedersen, 29th April—Dairen 2nd April—Beans—Aagaard Thoren & Co.	
Pharmang, Ger. s.s. 1,026, von Mangelndorf, 29th April—Bangkok and Kolschlag 22nd April—Rice and Gen.—B. & S.	
Delta, Br. s.s. 4,780, B. W. Snow, 29th April—Shanghai 26th April Mails and Gen.—B. & S. N. Co.	
Halmans, Br. s.s. 636, J. W. Evans, 29th April—Swatow 28th April—D. L. & Co.	
Empress of India, Br. s.s. 5,040, S. Robinson, 29th April—Vancouver 2nd April and Shanghai 26th, Mails and Gen.—C. P. R. Co.	
Taming, Br. s.s. 1,350, G. H. Pennefather, 29th April—Manila 27th April, Hemp & Sugar—B. & S.	
Quinta, Ger. s.s. 1,500, Schlesinger, 29th April—Bangkok 21st April—S. & Co.	
Palma, Br. s.s. 4,912, G. W. Cockman, R.M.S., 29th April—Shanghai 25th April—Gen.—P. & O. S. N. Co.	
Carl Diederichsen, Ger. s.s. 774, J. Kayser, 29th April—Haiphong and Hoihow 28th April—Gen.—J. & Co.	
Takosun Maru, Jap. s.s. 1,994, Fukui, 28th April—Milko 22nd April—M. B. K.	
Pitsanulok, Ger. s.s. 1,167, Reimers, 29th April—Bangkok 21st April and Swatow 28th April—B. & S.	
Fukuoka Maru, Jap. s.s. 4,180, Y. Murakami, 29th April—Molli 23rd April, Coal—M. B. K.	

Clearances at the Harbour Office.

Chiyen, for Shanghai.

Shinchiu Maru, Takao.

Longyang, for Manila.

Haiphong, for Swatow.

Krian Rub. Est., for Haiphong.

Pulma, for Singapore.

Shuang, for Ching-wan-tao.

Chiyen, for Singapore.

Shanghai, for Yokohama.

Yifan, for Canton.

Passengers arrived.

Per Halmans, from Swatow—Mr. H. Jenner, Mrs. Morley, Mr. G. Schneke and Miss Adams.

Per Pharmang, from Bangkok & Co.—Mr. H. Gore Browne, Miss E. M. Pratt, Mrs. K. Frankel and Mrs. Maguire.

Per Empress of India, for Hongkong from Vancouver—Messrs. G. Stubb, H. H. Hayes, Mrs. Keswick and two children, maid and nurse.

Per Delta, from Shanghai for Hongkong—Mr. and Mrs. Schlobo, Mr. C. Wellmann, Capt. Jacobs, Brother Lewis, Messrs. S. Shu Feng Foo, L. G. Kwon Sen, T. Wendenford, C. L. Seitz, Leong Mol Sen and native servant, Col. Prior.

Per London—Mr. and Mrs. Dalry and child, Mrs. Sheldon Ridge, Mrs. Miller and child, Mr. A. Melchior, Dr. Mrs. and Master Elzeick, Messrs. P. and H. Elzeick, Mr. and Mrs. Reese and infant.

Per Marcellus—Mr. and Mrs. Levy, For Brindley—Mr. W. M. Brill, Misses R. and J. Crowell, H. B. Freeman and Mrs. Whittier.

For Bombay—Mr. and Mrs. Levy and infant.

For Singapore—Messrs. P. J. Williams, J. J. Mansfield, Ho Wing Shing, Mrs. Williams's amah, From Yokohama for London—Miss Hogg, Mrs. Fraser, Misses Whitson, E. M. Colten, For Marcellus—Mr. and Mrs. Doniger, and Mr. C. Tinsley.

For Sydney—Mr. and Mrs. Cadell.

From Kobe for Bombay—Capt. G. H. Jolly.

VESSELS IN PORT.

STAMERS.

Amara, Br. s.s. 1,505, O. J. Mattock, 20th April—Bangkok 14th April Rice etc.—J. M. & Co.

Denneville, Br. s.s. 2,425, Wm. Laine, 27th April—Bombay 8th April Cotton—P. & O. S. N. & Co.

Borneo, Br. s.s. 2,943, W. H. S. Hall, 23rd April—Antwerp 2nd April Gen.—P. & O. S. N. Co.

Houbron, Fr. s.s. 997, R. Paris, 20th April—Saloon 16th April Gen.—Mao Fat.

Chun Sang, Br. s.s. 1,418, R. Houghton, 26th April—Saloon 22nd April Gen.—J. M. & Co.

Dallin Maru, Jap. s.s. 800, Y. Kaburaki, 27th April—Swatow 26th April Gen.—O. S. K. Decide, Fr. gunboat, 650, Faivre, 25th April—Kwang-chow-wan.

Devawongse, Ger. s.s. 1,057, F. Rehwaldt, 15th April—Bangkok via Kolschlag 2nd April—Rice and Meal—B. & S.

Edison, Br. s.s. 2,218, C. E. Underwood, 22nd April—Molli 16th April Coal—B. & Co.

Hadis, Nor. s.s. 1,065, Solberg, 19th April—Bangkok 12th April Rice—China.

Hanoi, Fr. s.s. 1,200, Bouhier, 26th April—Haiphong and Kwong-chow-wan 22nd April Gen.—A. R. Marty.

Henrik Ibsen, Nor. s.s. 2,004, C. Smith, 11th April—Portland via Molli 6th April, Flour—Pacific Mail.

Kolschlag, Ger. s.s. 1,203, C. Rosteksky, 22nd April—Bangkok 14th April Rice—B. & S.

Koren, Am. s.s. 3,551, J. W. Saunders, 18th April—San Francisco via Ports 22nd Mar. Mail and Gen.—P. M. B. N. Co.

Laisang, Br. s.s. 2,335, E. J. Tadd, 27th April—Singapore 19th April Gen.—J. M. & Co.

Locks, Ger. s.s. 1,220, A. Ganten, 28th April—Bangkok 12th April Rice—B. & S.

Mausang, Br. s.s. 1,644, G. S. Welgall, 26th April—Sandakan 10th April Timber and Gen.—J. M. & Co.

Melnam, Fr. s.s. 3,050, Doris, 25th April—from Antwerp Gen.—M. M.

Minnesota, Am. s.s. 1,935, Garlich, 25th April—Seattle 27th Mar. and Manila 22nd April Gen.—N. Y. K.

Montrose, Br. s.s. 2,886, R. Glegg, 21st April—from Moji Ballast—Order.

Nord, Br. s.s. 1,147, Prym, 24th April—Langkat 15th April and Singapore Oil—Mc. Bala.

Omsang, Br. s.s. 1,785, E. J. Buller, 28th April—Hongkong 26th April Coal—J. M. & Co.

Palma, Ger. s.s. 746, Vohsel, 22nd April—Karatul Island 15th April Gen.—H. A. L.

Patchaburi, Ger. s.s. 1,375, C. Gosselink, 21st April—Bangkok 15th April and Swatow 10th Rice and Meal—B. & S.

Phuempun, Br. s.s. 1,065, J. H. Scott, 23rd April—Saloon 19th April Rice and Gen.—Wo Fat Sing.

Rajah, Ger. s.s. 1,157, H. C. Kaher, 24th April—Molli 23rd April Rice—B. & S.

Vessels.	From.	Agents.	Due.
O. Ferd. Loebe	Shanghai.	H. A. L.	May 1
P. Waldemar	Yap.	M. & Co.	May 2
G. G. G. G. G.	Singapore.	D. S. & Co.	May 2
Nippon Maru	Yokohama.	T. K. K.	May 3
Doi-finger	Colombo.	M. & Co.	May 4
Japan	Yok.	D. S. & Co.	May 4
Senegambia	Singapore.	H. A. L.	May 5
Montesque	Vancouver.	P. R. Co.	May 10
Changsha	Australia.	J. B. & Co.	May 11

Vessels.	From.	Agents.	Due.
Vladivostok	Yap.	H. A. L.	May 1
Nemuro	Yap.	H. A. L.	May 1
Hakodate	Yap.	H. A. L.	May 1
Tokio	Yap.	H. A. L.	May 1
Kochi	Yap.	H. A. L.	May 1
Nagasaki	Yap.	H. A. L.	May 1
Kagoshima	Yap.	H. A. L.	May 1
Oshima	Yap.	H. A. L.	May 1
Naha	Yap.	H. A. L.	May 1
Shimonoseki	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May 1
Yokohama	Yap.	H. A. L.	May 1
Osaka	Yap.	H. A. L.	May 1
Kobe	Yap.	H. A. L.	May 1
Kanagawa	Yap.	H. A. L.	May

SHARE QUOTATIONS.

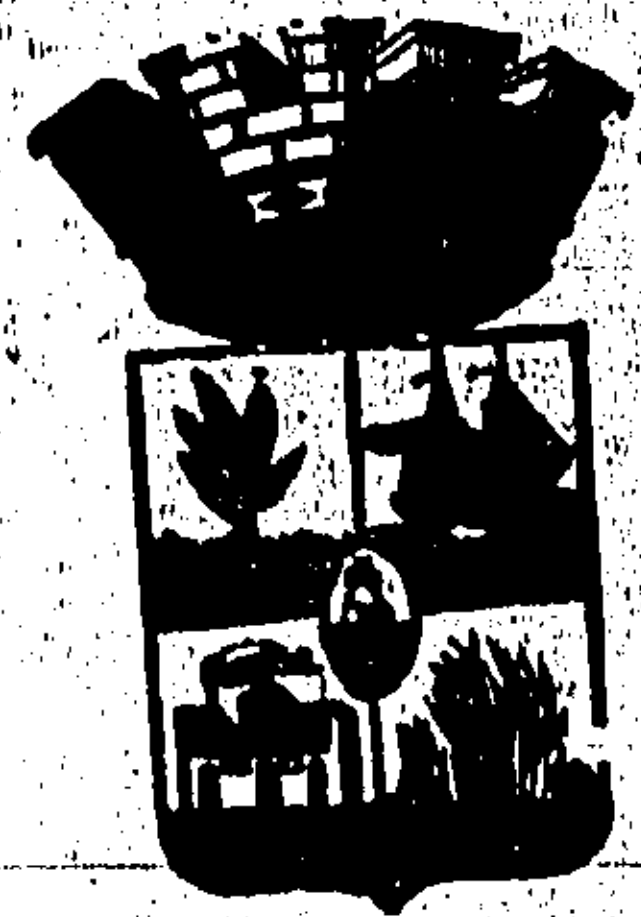
Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROPRIATE PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$250,000 }	\$2,007,819	{ 2 1/2/- for half year ending 31.12.09 @ ex 1/9 = \$25.11	4 %	{ \$975 sellers London 29.10 }
National Bank of China, Limited.....	99,925	7	6	{ \$4,000 \$100,000 }	\$50,552	\$2 (London 3/6) for 1908	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,383 \$102,797 \$18,000 }	none	\$10 for 1908.....	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	15	65	{ Tls. 221,000 Tls. 221,000 Tls. 221,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$192,348 \$105,349 \$682,609 }	\$2,464,901	{ Final of 5/7 making 34/- for 1907 and interim of 5/0 for 1908..... }	5 1/2 %	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$194,405 \$109,254 }	\$707,617	\$12 and bonus \$3 for 1907	7 %	\$225
FIRE INSURANCES.								
China Fire Insurance Company,	70,000	\$100	\$20	{ \$1,000,000 \$138,668 \$138,668 }	\$275,841	\$6 and bonus \$2 for 1907.....	7 %	\$112 buyers
Hongkong Fire Insurance Company, Limited....	8,000	\$250	\$50	{ \$1,413,173 }	\$368,711	\$27 for 1907	8 %	\$342 1/2 sales
SHIPPING.								
China and Manila Steamship Company, Limited...	10,000	\$25	\$25	{ \$9,000 \$20,000 \$20,000 }	\$1,035	\$2 for 1908	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$20,000 \$20,000 \$20,000 }	NIL	2 1/2 for year ending 30.6.1908	...	\$24 sales
Hongkong, Canton & Amoy Steamboat Co., Ltd	80,000	\$15	\$15	{ \$617,500 \$103,545 \$19,106 }	\$20,766	Final of 5 1/2 for account 1910	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	{ \$10,000 \$20,000 \$20,000 }	\$13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 53.154..... }	...	\$70 1/2 & sellers
Do. Do. (Deferred)	60,000	...	...	{ \$20,000 \$20,000 \$20,000 }	...	{ 3rd int. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	5 %	94/-
"Shell" Transport and Trading Company, Limited...	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$61,817	\$1.00 for year end up to 4.1.1909.....	4 1/2 %	\$6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$40,000 }	\$3,121	{ \$0.50 }	3 1/2 %	\$14 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$250,000 \$50,000 }	Dr. \$5,858	\$10 for year ending 31.12.09	...	\$177 buyers
Luxon Sugar Refining Company, Limited.....	7,000	\$1	\$100	{ none }	Dr. \$185,893	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 200,000 }	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 900 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	1	Pa. 1	{ \$175,000 \$18,289 }	Dr. \$1,415	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 sales
Headwaters Mining Company	60,000	Pa. 10	Pa. 20	{ none }	none	First year	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited {	150,000	1	18/10	{ \$4,878 }	Dr. \$2,191	No. 12 of 1/- = 48 cents	...	58 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$55	\$50	{ \$550,000 \$26,800 }	\$50,201	None	...	\$50 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$40,000 \$28,444 }	\$12,765	Interim of 5 1/2 for account 1909	...	162 sellers
Shanghai Dock and Engineering Co., Ltd.....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$221,000 }	Tls. 6,261	Interim of Tls. 2 1/2 for 1910.....	6 1/2 %	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited...	26,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 100,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 124 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000 }	\$2,617	\$1.20 on old and 60 cents on first new issue.	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$50	{ \$60,000 \$60,000 }	\$19,373	{ Interim of \$2.40 on old and 40 cents on new shares for account 1909..... }	...	\$107 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$50,000 \$24,000 }	\$27,971	Interim of 3/8 for account 1909	6 1/2 %	\$102 buyers
Humphreys Estate & Finance Company, Limited....	150,000	\$1	\$10	{ \$225,000 \$25,500 }	\$5,471	45 cents for 1909	6 %	\$8 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none }	\$29	\$2 1/2 for 1909	5 %	\$20 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,521,045 Tls. 100,000 }	Tls. 124,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 111
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,958	Final of 11.8 for account 1907.....	3 1/2 %	\$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd...	15,000	Tls. 50	Tls. 5	{ Tls. 250,000 Tls. 40,000 }	Tls. 10,091	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 157 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$2	{ Tls. 40,000 \$20,000 }	\$9,551	50 cents for year ending 31.7.08	...	\$6 1/2 sellers
International Cotton Manufacturing Company, Ltd...	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,172	Tls. 7 1/2 for year ending 31.7.06	...	Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ none }	Tls. 4,829	Tls. 6 for 1909	...	Tls. 78
Sey Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 50	{ Tls. 21,178 }	Tls. 31,171	Tls. 25 for 1909	...	Tls. 250 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,624	12/6	12/6	{ \$1,500 \$40,000 }	\$648	15 % per share for 1908	...	\$20 buyers
China-Borneo Company, Limited	50,000	\$12	\$12	{ \$40,000 }	NIL	60 cents for 1909	10 %	\$24 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$67,138	Return of \$5	...	\$2 sellers
Do. Do. special shares	50,000	\$1	\$1	{ none }	\$67,138	80 cents for 1909	8 1/2 %	\$8 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$100,000 \$10,000 }	\$5,407	\$1.20 for year ending 31.7.09	8 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000 }	\$1,893	Interim of 35 cents for account 1909	10 %	\$7 1/2 & sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$1,000 }	\$3,956	8 cents for year ending 31.12.08	6 1/2 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 }	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$21 sales
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none }	\$5,295	Final of \$3 for 1907	10 %	\$160 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$250,000 \$20,000 }	\$7616	Final of \$1 making in all \$2 for 1907	8 1/2 %	\$114 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$20,000 }	\$8790	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,425 s.
Matschappij tot Mijl. Bosch- en Landbouw- exploitatie in Langkat, Limited	15,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 61,224 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.09.....	6 %	\$15 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 }	\$1,204	None	...	\$15 buyers
Peak Tramways Company (new)	50,000	\$10	\$1	{ none }	Pa. 18,640	Final of 50 cents for 1908	6 1/2 %	\$15 buyers
Philippine Company, Limited	75,000	\$10	\$20	{ none }	...	Final of 50 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
Shanghai-Sumatra Tobacco Company, Limited	50,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 315 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$31,005	None	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	{ none }	\$65	40 cents for year ending 31.5.09	8 %	\$5 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	{ none }	\$172	60 cents for year ending 31.12.08	1 %	\$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$46,000 }	\$14	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$5,000 }	\$2,613	Final of 50 cents for 1908	6 1/2 %	\$6 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	{ none }	\$72	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL ₱3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

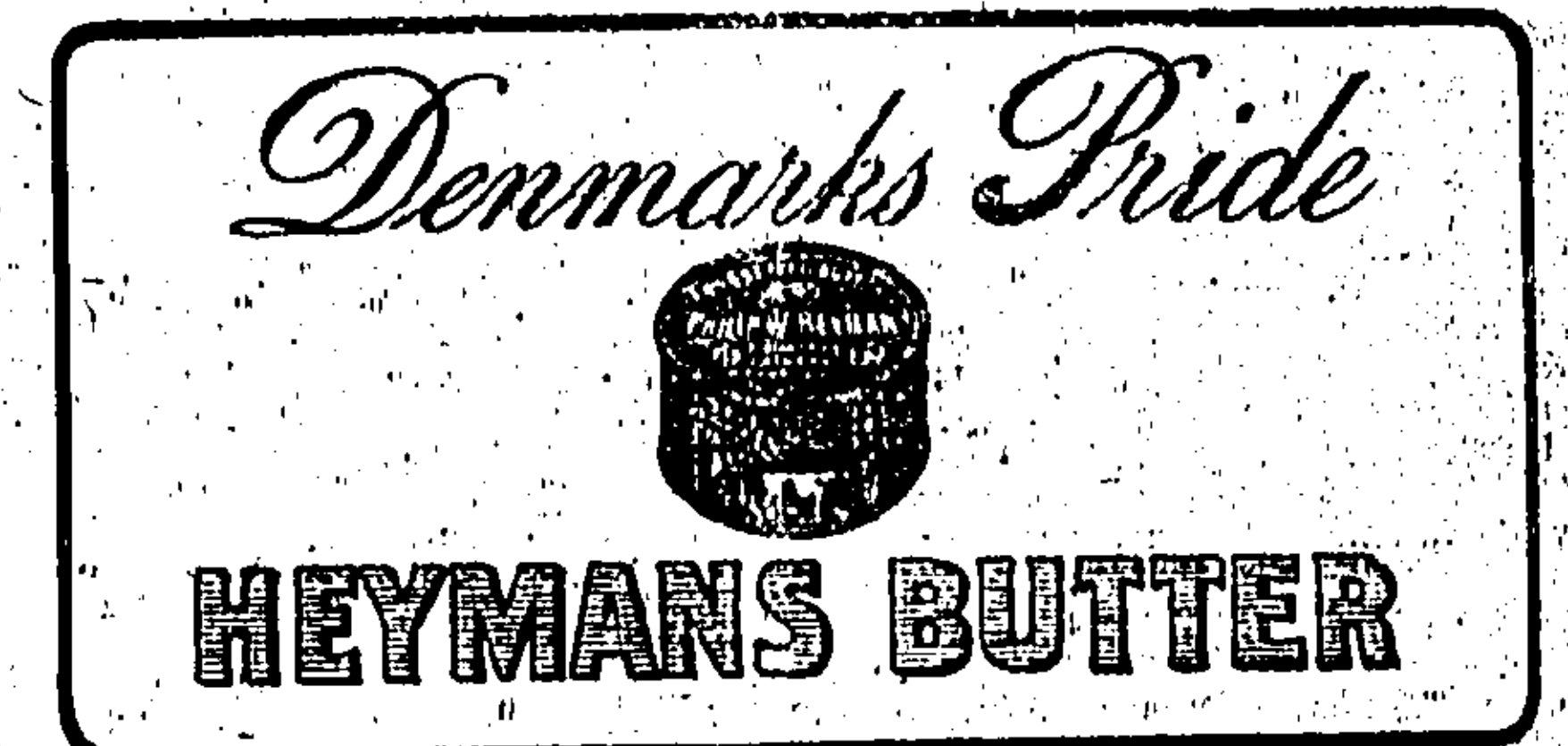
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfected Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

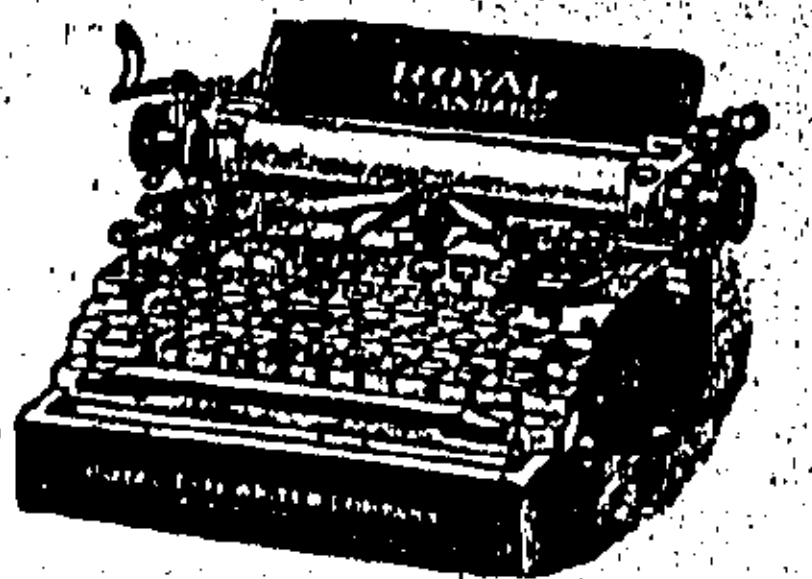
49

MOHIDEEN &
CO.FINEST ASSORTED
COLLECTION
OF
CEYLON
JEWELLERY
AND
GEMSof all kinds in stock.
Gold Guaranteed.

2B, D'AGUILAR STREET,

HONGKONG.

Established 18th March, 1900

KWONG PUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West
TIMBER YARDS—Kowloon Town.TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.I HAVE always on hand large stock of
American, English, French, German,
Italian, Japanese, and other
Pipes, Tools, Yarns, Hardware, Oregon Spar,
Chinese Spar, Chinese Pipes of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.
LUNG TAI
Managing Director.
Hongkong, 19th January, 1910.

FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER
(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine
will be at your office for free trial.

Repair to any Make of

TYPEWRITERS;

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE
DEPOT

65, DES VOEUX ROAD.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEWSERIES No. 8179

號十二月三年二統宣

FRIDAY, APRIL 29, 1910.

五拜禮

號九十月四英曆西

SIX PAGES ANNUM.
SINGLE COPY 25 CENTS.

CONTENTS.

Births, Marriages and Deaths.

Leading Articles—

The New "I. G."

Expatriate Credit.

"Exquisite."

The Wicked Community.

The Garden Site.

Begging the Question.

Removal of Viceroy Yuan's Bao.

From Bread-Riot to Revolution?

"Is that True?"

Meetings—

The Yangtze Insurance Association, Ltd.

Chartered Bank of India, Australia and China.

Legal Intelligence—

The Vice Cons.

Bill of Exchange Dispute.

Evidence on Commission.

A Material Witness.

A Question of Costs.

Police—

Alleged Japanese Espionage.

Police Interpreter in Trouble.

Correspondence—

Compulsory Reformation.

"The 'S'ive."

No Plague at Amoy.

"The 'Jest' Site."

Miscellaneous Articles and Reports—

Sir Frederick Lugard's Coming-Departure.

Victoria Recreation Club.

Canlon Day by Day.

Rubber Export Duty.

Rowing.

The Chin. S. Engineering and Mining Co., Ltd.

Notes by the Way.

Rubber Share Market.

Rubber Companies.

Story of a Mook's Hunt.

Kilangyau (Amoy) Municipal Council.

Hongkong Gymkhana Club.

Offensive Trade.

Kowloon-Canton Railway.

Premiary Note Claim.

A Bill of Exchange Action.

Typhoon Warning.

Shanghai Volunteers.

The Conquists' Rio.

Semabao Rubber Estates Ltd.

S. S. Kwaiyang ashore.

The China Association.

Franchise of Rubber.

The Cathay Trust, Ltd.

Diamonds in Dutch Homen.

Teluk Anson Rubber Estates.

That Garden Site.

Afforestation in China.

Canton-Hankow Railway.

The Rubber Boom.

Opium.

Itatu Gaves Rubber.

Chinese Government Contracts.

Wild Elephants in Kinta.

A Hongkong Leader.

Hongkong University.

Navy Estimates for Hongkong.

An Engineering Romance.

Royal Hongkong Golf Club.

Hongkong Association Football.

Tennis Championship.

Hayate Rubber Estates, Ltd.

Government House.

The Governor's Departure.

Sir Frederick Lugard.

The Changsha Riots.

"The Passing of the Pig."

La Seyne Wreck.

Bishop Brent on Opium.

Accident to the "Javen."

Japanese Spinning Industry.

Another Sugar Company in Formosa.

Commercial—

Weekly Share Report.

Yarn Market.

Freight Market.

Bullion.

Exchange.

Local and General.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, APRIL 29, 1910.

THE NEW "I. G."

(23rd April.)

This wise advice is given by a Chinese philosopher: "If you suspect a man, do not employ him; if you employ him, do not suspect him." The "great I. G.", Sir Robert Hart, once remarked, apropos of this aphorism: "Most men would say that they were actuated by this principle, and most of them would be unconsciously saying what was not true." The inner history of that remarkable man, and especially that of his relations with the men in power in Peking still remains to be written. But it is certain that no European has ever been trusted by Chinese as he was trusted, and that no employee of the Chinese Government has ever, as far as we know, been less suspected. The worst things said against Sir Robert Hart have been uttered, not by Chinese, but by his own countrymen. He devoted the whole of his capacious mind and of his untiring yet ordered energy to the creation and maintenance of the one efficient and "paying" department in the Empire. He subordinated every interest to that of China. No one can say with even the shadow of truth that he ever consulted the interests of British or any kind of Foreign trader rather than those of China and her revenue in the present and in the future. Over and over again, have foreigners grumbled and growled at Sir Robert and his adjectived and participial-plus-adjectived pro-Chinese policy. But unwaveringly, resolutely, he went on his marked-out way. His epitaph might be: "He was true to his salt." It is necessary for us to dwell on this, as recently a writer in a paper published in Peking has been complaining that Sir Robert sometimes failed China in this respect, to the advantage of his countrymen, and the same writer solemnly, and we think somewhat sentimentally, lectures Mr. Aglen and urges him not to commit similar derelictions of his duty to his employers. This sad misunderstanding of the long and honourable service of Sir Robert is, of course, due to ignorance. We do not for a moment believe or suggest that an unworthy feeling of antagonism towards, and jealousy of, a European high in power in a Chinese Government Department can have actuated such an accusation and caused a writer in such an ably conducted and interesting newspaper as the *Ching Daily News* to take so hopelessly inaccurate a view of a great man's actions. But it is often our duty to correct wrong impression and though to some people the journal which does its duty to the public may appear to be "pernickily" in dotting other people's 'i's and mistaking on the crossing of every 't', nevertheless the duty must be done, lest half-truths cunningly or clumsily and ignorantly uttered become whole falsehoods, and the wrong impression become a fixed belief. If any Chinese is suspicious of us and our motives cry out "You British are the first to clamour for a continuance of the British régime in the Imperial Chinese Maritime Customs. Why?"—our answer is simple and should carry with it the conviction due to truth. "Because our trade-interests are identical with those of China, because maladministration, however caused, will injure both." We must remind critics of Sir Robert and his work that only thorough knowledge of all facts and circumstances in any given case can justify the expression of an adverse judgment of the action of such a public servant as Sir Robert Hart. We are less concerned about the advice given to his successor, as we know very well that it is almost comically unnecessary. Unnecessary also, may we say so now as hereafter, as the fears expressed in some quarters as to the wisdom of appointing so young a man, and precisely this man. Those who appointed Sir Robert Hart's successor, and many of those whose interests will be greatly affected in the future as in the past, by the continued efficiency of the Customs Service, can affirm with the confidence born of mere fact that both Chinese interests and those of British trade are quite as safe with Mr. Aglen in the seat of the I. G. as they have been under his great predecessor. And even when discussing grave affairs, of grave moment to grave men, a passing smile may be permitted at the comical thought of Mr. Aglen being "bullied" or "coerced" or "influenced," or doing anything other than his plain duty in the plainest way without any fuss and assuredly without any failure.

On April 23, 1910, at Shanghai, the wife of A. J. C. Levy, died at Shanghai.

MARRIAGES.
On April 15th, at Shanghai, A. Carruthers Bryson, M.B.B.S. (Lond.), second son of Rev. Thomas Bryson, Teiclot, to Daisy Isabel, third daughter of Mr. and Mrs. Edney Page, Shanghai.

On April 21, 1910, at Shanghai Jethro Carris, son of Thomas Carris, Esq. of Bradford, England, to Anne, daughter of Matthew Calvert, Esq. also of Bradford.

DEATHS.
On April 18, 1910, at Shanghai, James Meen, of the Kiangsu Chemical Works. Aged 39 years.
Francisco F. de Siqueira, irmão de casados com profunda máxora praticamano seu parentes, amigos e pessoas de sua religião a fallecimento de sua extremada irmã e casada, Helena Maria eccorrido botem, 17 de Abril, 1910.

On December 31, 1909, at Fremé, Harry Fowler, Chief Officer of the S. S. Ceylon, and late of the P. & O. S. N. Company.

On 23rd April, 1910, at No. 65, French Concession, Shanghai, Canton, JULIO CESAR DE ALTO BARROS, the dearly beloved son of Francisco de Alpa. Barros and Leonidia Maria Barros.

On April 21, 1910, Carrie, Sabott O'Dell, the beloved wife of D. H. O'Dell, aged 32 years, at Shanghai.

On April 19, 1910, at Weishan, Shantung, Carolyn, beloved daughter of Dr. and Mrs. Charles K. Roy, died of measles complicated by pneumonia, aged 1 year and 5 months.

NOTES.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Quinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$68 per annum.
Weekly—\$18 1/2 per annum.
The rates per quarter and per message, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Back numbers can be had at the price of the daily issue at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The rate on the weekly issue is any part of the world is 50 cents per quarter.

Please specify, Daily, ten cents. Weekly, twenty, (for each copy).

utterance of his on conditions in China that no one affected by them can afford to despise his warning, or fail to rejoice when he expresses hope. When, therefore, he tells us, as he did last month at the meeting of the China Society in Canton Hall, Westminster, that the result of his inquiries as to the changes of the last ten years in China, was that he found many changes in name, but, in matters that indicated a different mind and heart in the people, only three serious changes—we are compelled to examine the result of our own observation and study, make corrections in our opinions where necessary, and, with all reasonable humility, congratulate ourselves when we find that we have in the past constantly and consistently expressed almost every view held by Mr. Bourne. In the vote of thanks which followed Mr. Bourne's paper, Mr. George Jamieson, C.M.G., formerly H. B.M. Consul-General at Shanghai, author of several papers on financial and revenue questions in China, of the prize essay on Bimetallism, and until recently one of the directors of the Peking Syndicate, corroborated his conclusions. We are so far from being ashamed of being in such good company that we may remind our readers that, like the two eminent authorities to whom we are referring, we have long observed "that undoubtedly the Chinese had begun to put down their house in order, but he (Mr. Jamieson) would like to see a little progress in some definite direction being made." We had got scores of edicts coming out and nothing was done. The three serious changes noted by Mr. Bourne were the movements against opium-smoking, footbinding, and that in favour of physical training in schools. These three may be referred, we think, to a genuine Public Opinion. The Chinese Government, always and as ever, following the line of least resistance, carefully watching every chance of obtaining advantage for itself, either at the expense of the patient people or the too readily believing foreigners, have, as we know, utilized the anti-opium agitation to prosecute its long cherished desire to annihilate foreign competition in the sale of the drug, and have merely carried out ancient and well-known edicts of the Manchou rulers in supporting Native Anti-foot-binding societies which may or may not have been considerably stimulated in their activity by the "Tien Tsu Hui" founded by Mrs. Archibald Little. Japanese example, precept, and success in war, more than even the missionary schools in Treaty Ports, have created among young men in ardent desire, if not to excel physically, at least to become less inert and supine than past generations of students. A great and popular feature of this physical training is military drill. It is seldom very arduous, and fills the youthful breast with martial ardour. However, in spite of some defects and a whole continent full of room for improvement, there really is a vigorous and living movement among the people and the student class in favour of bodily exercise and culture. The lighting of Changsha by electricity has not, apparently, appreciably enlightened the minds of the inhabitants of that self-satisfied City, nor has the often emphasized reform in the army produced a force which might have prevented the shameful burning of a Governor's yamen, the destruction of public buildings and the dispersion and flight of peaceful foreign traders and missionaries. Mr. Bourne, though unable to foresee a month or so in advance the events at Changsha, noted that the immensely increased number of students would be useful under good leaders, but in the meantime they would be apt to become dangerous. What a pity it is that some of the industrious and able students of the Changsha schools did not seize upon so excellent an opportunity to show how their studies in Western subjects, combined with their knowledge of the teaching of the Ancient Sages of China had enabled them to show themselves leaders of men, and leaders on the side of Law and Order! Mr. Bourne's sigh at the truly dreadful condition of the national finance will be echoed by every sincere well-wisher of China. "No progress," he says, "has been made; there is no budget; no one knows how the national accounts stand." While it is true that a new Criminal Code has been promulgated, it has not yet been tested and indeed we are, against our will, doubtful of its success for many years to come. Nothing has been done to train a staff of judges, and justice is being administered just as always. There has been in the last ten years no general organic reform. There is rather the tendency to be satisfied with words and to shelve officials willing to take the lead in reform. Change was only welcome to oust the foreigner. But Mr. Bourne voiced our own hopes, indeed our anticipations for the future, when he said that those who know China would base their hopes of the future on the many merits that lay in the race itself—intelligence, cheerfulness, industry, frugality, patience, devotion to parents and children, and courage against physical difficulties on the part of the peasantry, intellect, sense of fairness in private life, morality, loyalty to friends on the part of the educated class. Both Mr. Bourne and Mr. Jamieson expressed the opinion that the best way for China was to develop warily, till some strong clear-sighted man arose, who could, supported by the Throne, pursue the development on strong lines, until the people were capable of realising their destiny. We pin our faith in the substantial qualities of the people, and await with confidence the time when China shall take her proper place among the Nations of Asia.

"ESQUIRE."

A rich and very touchy man who is at the head of a large retail business on receiving a letter addressed to him as Mr. W. Black, instead of "W. Black, Esquire," expressed indignation at the rudeness of his correspondent, exclaiming: "Why the fellow seems to take me for a shopkeeper!" His best and most candid friend, who was sitting next, quietly remarked: "Well, and aren't you?" History does not relate whether this mild rebuke acted as a healthy reminder to the "shopkeeper" that whether he was or was not personally entitled to be addressed as "Esquire," the fact remained that he was actually a shopkeeper, "common" or not—and that if by "common" he had implied "not refined, not endowed with those finer feelings which make a gentleman," such an exclamation as he had just uttered might go some way towards placing him in the "common" class of vulgar-minded men, whether traders or of other vocations. For an "Esquire" may be a shopkeeper, and so, for that matter may a baronet or a noble lord. All shopkeepers are not, strictly speaking, esquires, nor are all baronets or lords shopkeepers. The proposal that an official register of all true baronets be compiled and issued has suggested to the strange, volatile and erratic mind of Mr. Stead the attractive idea of the rescue by our already somewhat overworked King (God bless him!) of the ancient and honourable title of esquire from the discredit into which it has fallen. Well, we do not seriously think that any person "entitled to coat armour" need trouble much about the "discredit" to the title of esquire if one person address another as "So-and-So So-and-So, Esq.," out of courtesy, even though that person be not entitled to "bear arms," and could not satisfy the Herald's College of his right to call himself or to expect others to call him esquire, and if any one of us is entitled to be so addressed, and some correspondent through ignorance or inadvertence addresses him as "Mr.," he feels no personal hurt whatever, nor is he even gravely concerned at the lamentable ignorance as to his real quality thus displayed by his poor correspondent. And if he suspects that the correspondent is not ignorant, but is deliberately committing an intentional discourtesy, he still remains entirely indifferent. The contents of the envelope and the amount of discourtesy within it will affect him, not the petty trifle of the address outside it. Some men, however, do feel real annoyance at being addressed as "Mr.," when by courtesy they should be addressed as "Esquire." A good sound safe rule to go on is to address as "Mr." those who, you know, expect to be so addressed. When in doubt be courteous, and call the man "Esquire." As for the suggestion of an official register for esquires, we cannot help, at first hearing, classing it with the suggestion of a bright child to his Papa that there ought to be a comic paper for policemen. But on second thoughts we feel some regret, not only at seeing "what a noble mind is here overthrown," but at the tendency, shown now-a-days, not only by Mr. Stead and his followers and imitators, but by crowds of loose thinkers, to imagine that they are doing something good and useful by reviving some obsolete cry, or by "messing about" (we must use the expressive if "common" phrase) with matters which, in themselves as unimportant as this ridiculous business of the "Esq.," nevertheless are expressions of the constant progress of modern thought and the trend of modern advance. The tendency of these times is to "level up," and to obliterate artificial social distinctions. It is far too late now to retard this process, or even to discuss its desirability or the reverse. We ceaselessly are changing, advancing, and even in the little things of life irresistible processes are in action, most of them making for simplification, a few for complication, of a complicated world. Men who make bright suggestions about the use of the word "Esq." are called cranks; men who would add to such worries as those we have when we wonder "Is this chap a C.M.G., or a C.B.?" and would have us keep our heads or on our desks lists of people "who have rendered the community some unpaid service" may easily pass out of the category of cranks into that of useless nuisances.

THE WICKED COMMUNITY.

(26th April.)

"And so," said the pompous speaker, "history repeats itself." "So do you, old boy, so do you!" shouted an unregenerate youth who disapproved of the speaker's religion, politics, physical appearance, and the cut of his clothes. The interruption rankled none the less for its being true, and for the unregeneracy of the naughty interrupter. We, alas! are no longer young, our unregenerate days are long past, and we are nervous of shouting "So do you!" at people who talk of self-repetition. We like to think that when we do repeat ourselves we are resembling the Bellman in "The Hunting of the Snark." "But at the risk of having 'you're another!' flung at us, we must occasionally protest against a repetition, and very especially against a particular kind of evil and pernicious repetition. For instance, many many years ago Shanghai was mis-called the 'Sink of Iniquity,' and these very words were actually used in the Imperial Parliament. Not long after, all the Treaty Ports in China were so stigmatized, and since then every few years, Europeans resident in the Far East find themselves held up to obloquy as disgrace to Christianity and civilization. Now, if you go on chucking mud some of it'll stick sure enough, and the repetition of this venerable legend has canonized it as a truth, though the name of the first saint who uttered it has been forgotten. The writer being at Home on furlough was much astonished and a little disconcerted, when a red-faced man over the wine after dinner, pulled his chair alongside confidentially and said meaningly, 'Now tell us some of your goings on out there in the Treaty Ports. Pretty hot, eh?' It was at last elicited from him that all his ideas on the subject had been derived from the utterances of a missionary lecturer, and an absurd novel with an absurd name, written by some absurd woman. The Secretary of the Presbyterian Board of Foreign Missions in America, 'Dr.' J. A. Brown, has been addressing some 700 representatives of educational establishments in North America which devote their energies to 'upper studies.' 'Dr.' Brown talked about China and European or Western influence in that Empire. He expressed acute just and reasonable aspiration, which we share too, to give the Chinese none of our vices, but all of our virtues. He reprobated our confining our civilizing activities to the importation of whisky, etc. Up to this point we are in sympathy with the matter of Dr. Brown's discourse. He is repeating himself, and countless others, but never mind, we and most of our readers were brought up as Christians, and taught from childhood our duty to our Maker, to our neighbours and ourselves—and particularly were we taught our duty and responsibility to all those who, sprung from other continents perhaps in many ways less favoured than our own, are certainly victims of their environment in not possessing all those advantages which we are accustomed to attribute to Christian ideals and Christian civilization. But when Dr. Brown, with a crude violence of speech and phraseology which we are beginning, with increasing distaste, to associate with American missionary orators, proceeds to brand all the European communities in China with the same damning mark—when, let us charitably suppose, carried away by the exuberance of his affected enthusiasm and of the strange half and sometimes wholly hysterical excitement which seems to seize upon these men when they 'hold forth' in public, he loudly proclaims us all traitors to our faith, our honour and our civilization, and stigmatizes the Treaty Ports, our dwelling places, as 'Sodom and Gomorrah,' we feel it due to all Far Eastern communities to throw back the accusation in the detractor's teeth, and affirm the simple truth, which is that the Treaty Ports will bear comparison with ports anywhere in all the world in any grave and thoughtful consideration of their moral condition. We are most intimately acquainted with Treaty Port life in China. That there are here and there Europeans who tell lies about their neighbours, are guilty of mean and petty jealousies, tale-bearing, mischief-making detraction and calumny, that some are not as strictly honest in business as all the traders and business men in Dr. Brown's own city, that some drink more than their doctor thinks wise or their consultations should be expected to bear, that some are actually suspected of committing indiscretions or indulgences unknown in the high ethical regions where Dr. Brown and his disciples pursue and inculcate their 'upper studies'—these are accusations which, if carefully and judicially sifted, seriously weighed and examined, will be found in many cases to contain a substratum of truth, and in a rare few a percentage worthy of note. We emphatically challenge anyone, lay or missionary, to substantiate the unwarranted charge hurled by Dr. Brown, in the case of, say, Amoy, Foochow, Wenchow, the Yangtze Ports, Chefoo and others. A few vague generalizations and a very few cases of actually proved individual misconduct are all that could be brought forward. We declare that we know of Treaty ports where the standard of morality among Europeans is so high that any case of a departure from the path of the prescribed social code is instantly remarked, and universally regretted. The way of the wilful transgressor in these ports is hard. Yet mercy—save from the local Dr. Brown's—is usually offered to the repentant and reformed. Twenty years ago it was not uncommon to see a large and noisy crowd fuddle itself at the Club bar or the hotel or other local 'pot-house' in the evening, or on the very flimsiest excuse, in the morning before tiffin. Nowadays even the 'Port drunkard' dare not disgrace himself in public. In these outposts the number of married men is large, and they and their wives exercise a happy influence on the very young men. Moreover, the standard of manners and conduct is high—meanness of mind and sneakishness of character do not flourish more than elsewhere. And yet there is a class of missionary which disgust young men with the religion which they might be willing to practice if it were not for that class—a set of people who have become possessed by the fixed idea that they are 'saved' and can do no wrong. They naturally form the hardest judgments on the slightest foundation or on none, and lightly repeat stories about other people which they have heard from somebody, stories sometimes about persons to whom they are supposed to be friends, and sometimes about people they hardly know by sight. They always refer to non-missionaries as 'the community,' and the doings of the said profane persons occupy much of their thoughts and conversation. When they do not understand some one or something they substitute imagination for accurate knowledge, and a curious appetite for unhealthy and unavailing speculation for reason and for Christian charity.

THAT GARDEN SITE.

(27th April.)

We publish correspondence between the Hon. the Colonial Secretary and Mr. Murray Stewart, who has returned to the charge in the matter of the "finest site in Hongkong." Mr. Stewart makes much of the fact that he obtained the signature of a number of well-known British residents and he claims for them that they represent the majority of the British mercantile community, and if Mr. Murray Stewart is not mistaken, we are with the minority of the British mercantile community in Hongkong in upholding the Government, and in seeing no valid reason why we should fall in with the onslaught on the sale of the ground which is exciting so much criticism. We shall not now argue at length the point about this 'same' question of the majority, although it is not clear that the opposition to the Government's proposal consists of really the greater number or even the more reasoning number of Hongkong residents. We have nothing to add to the reasons put forward by His Excellency and the Colonial Secretary, and we wish, without offence, to point out that in his last letter, dated yesterday, Mr. Murray Stewart gives no new reason, and no better reason for the opposition than that he claims for it the representation of the 'reasoned opinion of Hongkong.' Even if he is right in so claiming it, still he does not prove that the Government is mistaken in its action. We can only urge that the Governor's reasons for the sale of this ground be carefully considered with an unprejudiced mind, and then the arguments in favour of leaving the site open and an unencumbered asset of the Colony. In itself the objection to the sale of this particular piece of land could only affect the Government's decision if it were made in an overwhelming and practically unanimous outcry. Mr. Murray Stewart endeavours to elude this point by declaring that his view of the question arises from local patriotism, which the greater number of the British section of the community cannot be expected to feel, and that the 'majority' of those whose views have most claim to consideration are with him, and that this fact alone should induce the Government to abandon its proposed action and over-ride a decision of the Legislative Council. This assumption that Mr. Murray Stewart and his co-signatories are the 'majority of those whose views have most claim to consideration' in unofficial Hongkong is susceptible of being questioned, and even if granted, we only return to our point again—the grounds on which the unofficial protest is made are inadequate. They warrant neither the opposition to the Government's action nor the warmth and earnestness with which it has been pressed. The Governor has explained the necessity of immediately proceeding with certain public works, of which the want is apparent and has long since been felt, and of finding the capital sums for the purpose. Such large sums are not easily found at any time. How and whence the sum afforded by this sale could otherwise have been obtained has not been shown by the opponents of the sale. Without borrowing or increasing the taxes or selling other sites disadvantageously it is hard to see what else is to be done. The public works referred to cannot well be waited for indefinitely while persons proud of their local patriotism complacently contemplate an unproductive piece of vacant ground. The aesthetes have been assured that the appearance of the Square and the Law Courts will not be permitted to suffer. We are of opinion that practical commonsense will come to the rescue, and will eventually show that where the interests and welfare of all are concerned, no sentimental half-reasons or unexpressed prejudices will turn aside from their path men whose faces are sternly set towards their obvious duty in the teeth of every opposition.

BEGGING THE QUESTION.

Twenty-five professors, some of them men of great learning and reverend character, sent a memorial to Sir Edward Grey last February saying "In view of the now unquestioned sincerity of the Government of China and the leaders of the Chinese people in endeavouring to suppress the opium evil, we feel that there is a moral obligation upon Great Britain to leave China entirely free with regard to the importation of opium." The reply from the Foreign Office was to the effect that nothing had occurred to show that the ten years were unnecessarily long, nor that China sought to be free, and therefore no action was contemplated. Now it seems to us that this reply was a very gentle one. For there is really no reason why a professor, however reverend, or however widely travelled in "the province of Christian ethics," or deeply versed in the "Social relationships in the light of Christianity," or in moral theology, should not at the same time be a plain man of sense, if not an accurate logician. To these twenty-five gentlemen, for whom we have a profound respect, we should like to say: "We doubt your premise, and are doubtful of your second." What we do emphatically say is that, before we accept their conclusion, we must really have the premise quite clear. Is the Government of China, and are the leaders of the people actuated by "now unquestioned sincerity?" It is just this that is in dispute. There are strong, very strong, evidences of unquestioned sincerity. That such and such of the rules are sincere, nobody questions. Their sincerity is an asset in the hands of the sincere. We who can recall the repeated attempts of various Provincial Authorities to establish opium monopolies—especially the notorious "prepared opium license"

PROGRESSIVE HONGKONG.

ITS INDUSTRIAL ACTIVITIES.

(Special to the "Hongkong Telegraph")

It is interesting from a local point of view to observe with what keen interest the development of Hongkong is being followed at home. In the House of Commons, as well as in other places, it seems to have been borne in upon the minds of thinkers that Hongkong is a Crown Colony that has to be accounted with a geographical survey of the Empire has got to be taken. Of recent years, the main reason for this has been the visit of Viscount Kitchener, who, while he did not deny the importance of other Crown Colonies which he touched at on his tour of the Empire's possessions, made it perfectly clear that in Hongkong, Britain had one of its most effective assets—just that could not afford to be starved and one which it was in the interests of the mother country to conserve and encourage. Certainly the progression that Hongkong has made of recent years enables it to every consideration at the hands of the Home Government. Trade has gone ahead. It is true that we are just emerging from a period of trade depression, but on the whole it is trusted amongst the best-informed ship-owners—both English and German—that that period of depression is rapidly passing off. One of the most potent proofs of this is to be found in the fact that unemployment among seafaring men is getting scarcer and scarcer. Just about six months ago there were in Hongkong some sixty ships' officers out of employment, and the effect that Hongkong is to be a large part of her debt, by reason of the fact that a big 6,000-ton British steamship, is going to send their bottoms direct to Canton without deigning to tranship at Hongkong. Whether or not this is true we have been unable yet to get, but whether it is accurate or not the writer does not feel afraid of its ultimate consequences. With the improvement and deepening of the Canton River, certainly shipowners have been afforded increased inducement to take their through cargoes direct to the capital of Kwangtung, instead of loading them at Hongkong for the time being, but when all things are taken into consideration, Hongkong still retains the advantage of being able to store cargo and to transmit it into the Southern Provinces at lesser prices and in a more convenient manner of transit than is possible to ocean-going steamers. According to a recent report published in a London paper, Hongkong has stepped back into the sixth place among the great shipping ports in the world. However, even if this be true—and there is every reason to doubt it—it does not denote a backward tendency on the part of Hongkong, but only a forward tendency on the part of New York, London, and the rest. There is no disposition in our shipping returns. Indeed it is gradually increasing.

But putting things to one side for a moment—although it forms the backbone of our existence—one of the most potent aspects of the Colony's recent advancement lies in the numerous industries which have been projected and are being projected every day. The Government now are not so lethargic as in former years, when to ask for land for industrial purposes was like inquiring for an unpeppable favour, very hard to be granted. Indeed, the policy of the authorities for an unconsciously long period appeared to be to discourage the establishment of industries in the Colony. Fortunately this state of affairs has now been altered, and no legitimate trader who wants land for building purposes needs to go far to seek it. In fact every facility is now given to prospective buyers to get what they want, and in the result the Government benefit as well as the purchaser, for whilst the former is acquiring revenue for land that was before a vacant and earning no increment, the latter is bringing a new source of labour into the Colony and providing employment for, perhaps, hundreds of men and women who were before unemployed. According to reports from Chinese sources, there is more Chinese capital coming into Hongkong at present for the capitalising of Hongkong industries than has been the case for quite a number of years past. Despite the rubber boom and the consequent tying up of money in scrip in the Banks, the Canton merchants appear to have once more accorded that favour to Hongkong which they enjoyed freely a few years back. This flow of the tide may be attributed to a variety of causes, but among the Chinese themselves it is put down to the fact that the Hongkong Government have within recent times done away with many obstacles that kept them from removing their business establishments from Canton to the Colony. The reason for the desire to remove, of course, hardly needs explanation. If a merchant or manufacturer was making a "good thing" out of his enterprise, he was almost certain to be quizzed pretty effectively in Hongkong he could at least be sure of the squeeze being reduced to a minimum.

We would not like to be sure that squeeze is altogether unexisting in Hongkong, but the fact that the Canton manufacturers prefer to take up business in Hongkong would go to show that it is less prevalent here than in the capital of South China. And the fact remains that we in Hongkong are benefiting by the in-burying of Canton capital, whilst the people who are bringing it here are benefiting by the healthy environment which we are able to afford them.

THE CHINA ASSOCIATION.

PRESIDENTIAL SPEECHES.

London, April 20th.

The annual meeting of the China Association took place yesterday. The speeches were of a pessimistic character. Sir Charles Dugdale, the chairman, called attention to the enormous trade possibilities of Manchuria and expressed regret at the hampering of railway development there. He laid emphasis on the events of the last few years and said that China afforded little hope of any real policy of reform. Mr. J. O. P. Bland moved an amendment urging the adoption of greater activity and publicity by the Association. The amendment was, however, rejected by a small majority after considerable discussion. The Committee voted against it, although the Chairman personally expressed his approval of the proposal. Mr. R. S. Gundry resigned from the Committee of the Association on the plea of age. His place is taken by Mr. J. O. P. Bland.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 5th April, 1910.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kuao, O. Lee, J. Mancini, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from Messrs. Tait and Co. concerning trespassing on land belonging to the Bruce estate, and the Captain Superintendent was instructed to take the necessary action in the matter.

The Captain Superintendent was authorized to disband the Chinese night police.

A letter was read from Mr. G.M.'s Consul concerning certain blasting operations at quarries near his residence, and the secretary reported that action had been taken against two of the quarry owners. As the third mine was a Spanish subject, and there was at present no Consul at this port in charge of Spanish interests, it was decided to ask the Consul Bdy how the Council should proceed under such circumstances.

Letters from H. B. M.'s Consul concerning the arrest of Chinese at Mr. Barton's and Mr. Richardson's residences, together with the Captain Superintendent's explanations of same, and the Council's replies to the British Consul, were read.

Mr. Wallace having resigned the chairmanship and his seat on the Council owing to his departure from the port, on the motion of Mr. Fenwick, seconded by Mr. Lee, Mr. Kuao was unanimously elected Chairman. He also undertook the duties, *pro tem*, of the Treasurer.

Mr. Kuao, referring to the approaching departure from the port of Mr. Wallace, the Chairman, and the consequent loss of his services to the Council, said that not only had Mr. Wallace been a member ever since the inception of the Council, but had also been for many years their Chairman, and a better Chairman it would have been impossible to find. He had also rendered very valuable services as Treasurer in looking after the Council's finances, and had served on the watch committee, and as they all knew—work on this particular committee was generally not only unpleasant but often of a thankless nature. I feel sure all the members will join with me in a hearty vote of thanks to Mr. Wallace for all he had done—not only on the Council—but for the community as a whole, and we wish him a most enjoyable time on his well-deserved holiday, and trust it will be his good fortune to have him back amongst us on his return to China.

The motion, having been seconded by Mr. Mancini, was carried unanimously.

Mr. Wallace, in reply, said:—I thank Mr. Kuao for his very kind words and my fellow Councilors for their cordial endorsement of same. It has been a great pleasure to me to serve as Chairman of the Council, though at times I have found the post by no means an easy one to fill. At the same time I should like to express my appreciation of the way in which all the Councilors have worked together, and trust it will be my good fortune to have them back amongst us on their return to China.

The Captain Superintendent reported that the following cases had been dealt with at the Mixed Court since the last meeting:—

Summons: Assault, 1. Allowing pigs and cattle to stray, 2. Blasting rock in such a manner as to be a danger to adjoining property, 2. Illegal possession of property, 1. Creating a disturbance, 1. Illegally selling land, 3. Summary Arrests: Burglary, 5. Committing a nuisance, 2. Being in possession of stolen property, 2. Breach of By-law, 17. Being in possession of pawn tickets relating to stolen property, 1. Being a rogue and a vagabond and unable to give a satisfactory account of himself, 2.

(Signed) W. KUAO, Chairman.

C. Berkeley Mitchell, Secretary.

RUBBER SHARE MARKET.

Hongkong, 22nd April, 1910.

During the week under review, a general all-round weakness prevailed in the Rubber Market and most stocks show severe depreciation, although the price of the raw commodity continues to advance. Many of the low-priced sterling stocks have come into request at present low rates prevailing and the general market closes with more demand. Singapore stocks after a period of continued weakness have inquired towards the close.

London Ventures, in the early part of the week, sold at 1.3 and close with further sellers at this price, but London buyers only offer 9/6.

Anglo-Malays have been dealt in, in small lots at the close at 33/ and at 1/4 price more are forthcoming.

Allagans have buyers at 8/.

Eastern Internationals were sold from 45/- prem. to 55/- prem. but close weaker with sellers at 45/- prem.

Kumunings have small inquiries at 12/6 prem. Lingies are also in favour and buyers will probably pay 65/.

Merimaus have changed hands as high as 9/ closing easier at quotation. United Sumatras have buyers at 14/.

Sales of United Serdangs have been effected at 155/- with further inquiries at the close. Chaogkat Serdangs have found buyers during the early part of the week at 57/- and more can probably be had at 56/.

KOWLOON CANYON RAILWAY.

H.E. THE GOVERNOR'S INSPECTION.

On Saturday last, H.E. the Governor made a complete inspection of the Railway accompanied by the Hon. Colonial Secretary; Hon. Director of Public Works; Mr. Clemond, Assistant Colonial Secretary; Capt. Simson, Private Secretary; Mr. Jones, Assistant Director of Public Works; Captain Taylor, A.D.C.; and His Honour the Acting Chief Justice. The party were met at Blackhead Wharf by Mr. Lindsay, C.R.E., Mr. Baker, District Engineer, and Mr. Griffin, of the firm of Messrs. Leigh & Orange, and proceeded by train by the overland (construction) route as far as Bridge No. 4. Crossing over on foot the railway again took train on the other side passing Bridge No. 4 on a temporary track laid to one side of the bridge. With the one exception of Bridge No. 4 the entire journey from Kowloon Point to the frontier was made by rail. It is expected that these two bridges will be completed within a month or two.

From a point a short way beyond Bridge No. 8 to the mouth of the tunnel the railway was conveyed on one of the two new engines which have just been erected by Mr. Evans. About a mile from the north end of the tunnel, Mr. Logan, District Engineer of the section, joined the party and the distance from here to Tai Po was covered on trolleys. At Tai Po station His Excellency and party with other guests were entertained at lunch by Mr. Lindsay, after which the whole party proceeded by train to the frontier and back.

The return journey was made by trolley from Tai Po to Lok-lo-hi, and thence by trolley and rail to Tai-kok-wei where the Governor's launch was waiting at 6.30 p.m. His Excellency expressed great satisfaction with the progress made since his last visit and congratulated the C.R.E. and his staff on the excellent work done.

Mr. Wallace having resigned the chairmanship and his seat on the Council owing to his departure from the port, on the motion of Mr. Fenwick, seconded by Mr. Lee, Mr. Kuao was unanimously elected Chairman. He also undertook the duties, *pro tem*, of the Treasurer.

Mr. Kuao, referring to the approaching departure from the port of Mr. Wallace, the Chairman, and the consequent loss of his services to the Council, said that not only had Mr. Wallace been a member ever since the inception of the Council, but had also been for many years their Chairman, and a better Chairman it would have been impossible to find. He had also rendered very valuable services as Treasurer in looking after the Council's finances, and had served on the watch committee, and as they all knew—work on this particular committee was generally not only unpleasant but often of a thankless nature. I feel sure all the members will join with me in a hearty vote of thanks to Mr. Wallace for all he had done—not only on the Council—but for the community as a whole, and we wish him a most enjoyable time on his well-deserved holiday, and trust it will be his good fortune to have him back amongst us on his return to China.

The motion, having been seconded by Mr. Mancini, was carried unanimously.

Mr. Wallace, in reply, said:—I thank Mr. Kuao for his very kind words and my fellow Councilors for their cordial endorsement of same. It has been a great pleasure to me to serve as Chairman of the Council, though at times I have found the post by no means an easy one to fill. At the same time I should like to express my appreciation of the way in which all the Councilors have worked together, and trust it will be my good fortune to have them back amongst us on their return to China.

The Captain Superintendent reported that the following cases had been dealt with at the Mixed Court since the last meeting:—

Summons: Assault, 1. Allowing pigs and cattle to stray, 2. Blasting rock in such a manner as to be a danger to adjoining property, 2. Illegal possession of property, 1. Creating a disturbance, 1. Illegally selling land, 3. Summary Arrests: Burglary, 5. Committing a nuisance, 2. Being in possession of stolen property, 2. Breach of By-law, 17. Being in possession of pawn tickets relating to stolen property, 1. Being a rogue and a vagabond and unable to give a satisfactory account of himself, 2.

(Signed) W. KUAO, Chairman.

C. Berkeley Mitchell, Secretary.

RUBBER SHARE MARKET.

Hongkong, 22nd April, 1910.

During the week under review, a general all-round weakness prevailed in the Rubber Market and most stocks show severe depreciation, although the price of the raw commodity continues to advance. Many of the low-priced sterling stocks have come into request at present low rates prevailing and the general market closes with more demand. Singapore stocks after a period of continued weakness have inquired towards the close.

London Ventures, in the early part of the week, sold at 1.3 and close with further sellers at this price, but London buyers only offer 9/6.

Anglo-Malays have been dealt in, in small lots at the close at 33/ and at 1/4 price more are forthcoming.

Allagans have buyers at 8/.

Eastern Internationals were sold from 45/- prem. to 55/- prem. but close weaker with sellers at 45/- prem.

Kumunings have small inquiries at 12/6 prem. Lingies are also in favour and buyers will probably pay 65/.

Merimaus have changed hands as high as 9/ closing easier at quotation. United Sumatras have buyers at 14/.

Sales of United Serdangs have been effected at 155/- with further inquiries at the close. Chaogkat Serdangs have found buyers during the early part of the week at 57/- and more can probably be had at 56/.

Anglo-Malays have been dealt in, in small lots at the close at 33/ and at 1/4 price more are forthcoming.

Allagans have buyers at 8/.

Eastern Internationals were sold from 45/- prem. to 55/- prem. but close weaker with sellers at 45/- prem.

Kumunings have small inquiries at 12/6 prem. Lingies are also in favour and buyers will probably pay 65/.

Merimaus have changed hands as high as 9/ closing easier at quotation. United Sumatras have buyers at 14/.

Sales of United Serdangs have been effected at 155/- with further inquiries at the close. Chaogkat Serdangs have found buyers during the early part of the week at 57/- and more can probably be had at 56/.

Anglo-Malays have been dealt in, in small lots at the close at 33/ and at 1/4 price more are forthcoming.

Allagans have buyers at 8/.

Eastern Internationals were sold from 45/- prem. to 55/- prem. but close weaker with sellers at 45/- prem.

HONGKONG GYMKHANA CLUB.

SECOND MEETING.

26th inst.

The programme of the second meeting to be held at the Happy Valley, on Saturday, 26th inst. (weather permitting) is as follows:—

1.—3.30 p.m.—FIVE FURLONGS FLAT RACE.—For subscription griffins of any season which have not won an official race. Weight for inches as per scale. Winners at first Gymkhana this season of one race 7 lbs. of two or more 10 lbs. extra. To be ridden by jockeys who have not won 5 official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5. 1st prize: Presented by Sir H. N. Mody, and prize: \$25. (Entrance fees to go to winner.)

2.—3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 100 lbs. Winners of subscription griffins of any season allowed 5 lbs. jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 10 lbs. Entrance fee \$5, and prize: \$5. (Half entrance fees to go to winner.)

3.—4.10 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—HANDICAP.—For all China ponies. Entrance fee \$5, 1st prize: \$25. (Entrance fees to go to winner.)

4.—4.30 p.m.—TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club.

5.—5.00 p.m.—LADIES' NOMINATION. HALF MILE FLAT RACE.—For all China ponies, subscription griffins of the season 1909-10 and all hand sold polo ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat and the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. No pony to be scratched after entry except on account of sickness. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

6.—5.10 p.m.—ONE AND A QUARTER MILE FLAT RACE.—HANDICAP.—For all China ponies. Entrance fee \$5. First prize: \$25. (Entrance fees to go to winner.)

OFFENSIVE TRADE.

ATTORNEY GENERAL'S OPINION.

The following papers were considered at the meeting of the Sanitary Board this afternoon:—

On the 4th February, the Secretary wrote to the Colonial Secretary as follows:—I have the honour, by direction of the Board, to forward the following resolution which was adopted at a meeting of the Board held on the 1st inst. "That the western boundary of the area in which offensive trades are prohibited, be extended from Whitey Street, to a line drawn north and south through Sand Street."

The Hon. Mr. Hewitt in seconding the above resolution suggested that the holders of existing offensive trade licences within the prohibited limits be given notice to move within the next two or three years. Mr. Shelton Hopper in supporting the resolution asked that the Government be requested to obtain for the information of the Board the opinion of the Law Officers of the Crown as to whether, assuming the Board had no power to compel their removal, the carrying on of the offensive trades was not in contravention of the terms of their respective Crown Leases.

I have therefore the honour to ask that the information requested may be supplied.

3. I attach the *Daily Press* report of the discussion on this matter.

In reply, the Colonial Secretary forwarded the following copy of an opinion by the Attorney General dated the 13th inst.

Hon. Col. Sec.—If the trade was carried on before the Public Health and Building Ordinance, 1903 and the premises comply with the by-laws I am of opinion that the Board has no power to stop the trade (see section 43).

If the trade was not carried on before the commencement of the Ordinance but the Board has since given permission for it under section 42 I am of opinion that the Board has no power to revoke that permission provided the by-laws are complied with.

I am of opinion that the Board's resolution is *ultra vires* in so far as it affects any existing trades; section 16 (1) only gives the Board power by bye-laws to prohibit the establishment of offensive trades—reading that, with section 42 "establishment" must refer to new businesses. The Board has power by bye-law to control old and new businesses.

The answer to Mr. Hopper's question is "Yes if he has a license from the Crown." "No if he has a license from the Crown." (Sd.) F. A. HAZELAND, A. G.

13.4.10. Col. Bedford inquired:—I would like a list of all premises on which offensive trades are carried on, distinguishing those established before the passing of the Ordinance in 1903. I would also like to know if each establishment has been licensed by the Crown.

STORY OF A MONKEY HUNT.

AN UNFORTUNATE TROOP OF SIMIANS.

A troop of monkeys which ventured to approach the haunts of man in Fokai prefecture on the 9th inst. met with disaster, according to a *Mainichi* report. In broad daylight, says the report, a troop of over a hundred large and small monkeys, chattering and gambolling, made their appearance in the forest of the cedar and pine trees on Inpamachi hill, three miles north of Katsuyama, Ono district, Fokai prefecture, on the day in question. To their misfortune they were discovered by a woodcutter, who lost no time in rushing down and reporting the circumstance to the villagers. A number of the latter thereupon organized a hunt, and, armed with shotguns and other weapons, made for the spot indicated. Arriving there, however, no monkeys were to be seen, to the intense disappointment of the party, but they did not abandon their quest, and after a hunt round discovered the monkeys on another hill. The young men of another village called Oosawa also turned out and joined in the hunt. The party lay their shots at haphazard in the trees where the mischievous simians were playing, with the result that 27 of the latter were brought down and killed. Among them were three monkeys of remarkably large size. The whole bag was subsequently bought up by one Kurohara, of Enshu, for ¥115.—*Japan Chronicle*.

VICTORIA RECREATION CLUB.

ANNUAL ATHLETIC MEETING.

23rd inst.

The V.R.C. held their thirteenth athletic meeting this afternoon at the Hongkong Football Club Ground. The day was a fine one for the meeting, and the races were very keenly contested; they were run under the laws of the A.A.A. The success of the meeting was largely to Mr. R. L. Bridger, the acting hon. secretary, who worked hard to make the meeting a success. This stand was crowded with spectators and all followed the events with keen interest. The band of the 13th Rajputs, under Bandmaster C. T. Core, played selections of music during the afternoon.

The officials were:—

Patrons: His Excellency Sir F. Lugard, K.C.M.G., C.B., D.S.O.; Major General B. Wood, C.B.; Rear-Admiral Lyon, R.N.; Hon. Sir Henry May, C.M.G.

Judges: Mr. W. Armstrong, Mr. W. A. Orake, Mr. T. E. Pearce, Mr. H. L. O. Garrett, Dr. F. H. Kew, Mr. D. K. Anderson, The Buffs, Mr. A. McKirdy, Mr. F. A. Mackintosh, Mr. A. Rodger, Mr. F. Lammert, Dr. C. Forsyth, Rev. W. H. Maundrell, R.N.

Referee: Mr. G. A. Caldwell.

Clerks of the Course: Mr. L. E. Lammert, Mr. M. Melver, Mr. A. S. Komphore, Mr. C. E. Libbard.

Starters: Mr. A. R. Sutherland, Mr. E. M. Hazelland.

Time-keepers: Mr. T. Meek, Mr. T. Chee, Mr. C. Bunjo.

Acg. Hon. Treasurer: Mr. A. A. Claxton, Acg. Hon. Secretary: Mr. R. L. Bridger.

1.—LONG JUMP (3 tries). J. J. Crowley, R.N. (1st 11' 6") 1. Rev. W. H. Maundrell, R.N. (1st 11' 6") 2. 110 YARDS FLAT RACE (Handicap). First Heat.

H. W. Peterson (11 yds) 1. L. G. Cordell (11 yds) 2. Five started for this heat. A good race was seen till the finish, Peterson winning by a touch. Time: 11 4/5 secs.

Second Heat. C. J. Higginbotham (9 yds) 1. J. Crowley, R.N. (5 yds) 2. This heat brought out six competitors, and the race was a good one. Time: 11 4/5 secs.

3.—HIGH JUMP (3 tries). A. C. Leith (5ft 2 1/2 in.) 1. J. Crowley (5ft 1 1/2 in.) 2. 100 YARDS FLAT RACE.—(Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor.

F. W. Andrews (Buffs) 1. F. G. Carroll 2. Two others started in this race—J. F. Castro, and J. L. Goldenberg. Andrews had the best of a bare start. Carroll won easily by 2 yards, with Castro and Carroll going strong for second place. Carroll got second place by a touch. He had been the holder of the cup two years in succession. Time: 10 1/5 secs.

4.—BOYS' RACE, 100 YARDS (Handicap)—Post Entries. Open to all boys between the ages of 5 and 10. Handicap at the post, age to be stated on entry.

J. Alves 1. D. Castro 2. 6.—TEAM RACE, (120 yards). Team of 4. Boys' Own Club 1. Girls' Race (80 Yards, Handicap)—Post Entries. Open to Girls between the ages of 6 and 10.

Miss Danenberg 1. Miss E. Steinfield 2. Bicycle Race—Two Miles (Handicap)—Start in saddle.

J. Forbes (Scratch) 1. G. Lee (50 yards) 2. This event brought out eleven competitors. It was the best of the day. It did not take Forbes long to overtake the limit man, Sommer, on the 275 yards mark. He kept on catching up and in the fifth lap he was fourth, and when the following lap was approaching he overtook McCrae and Geo. Lee was coming up strong in the third place. When the final lap was on, the race started between Forbes, McCrae and Geo. Lee, with Forbes leading slightly over Lee, with McCrae about 10 yards behind. The race finished beautifully with Forbes the winner by half a wheel. Time: 6 mins. 5 secs.

120 YARDS HURDLE RACE.—(10 Flights).—Rev. Maundrell 1. A. C. Leith 2. Maundrell won this race in record time: 17 1/2 secs.

200 YARDS FLAT RACE (Handicap). H. W. Peterson (7 yds) 1. A. M. Safford (5 yds) 2. The competitors finished in a bunch, and half a yard separated the first and second man. Time: 25 4/5 secs.

GIRLS' RACE (100 Yards, Handicap)—Post Entries. Open to Girls between the ages of 10 and 15.

Miss Hazelland 1. Miss P. Almada 2. 440 YARDS FLAT RACE.—(Challenge Cup).—Presented by Sir Hormusjee Mody. To be won three years before becoming the property of a competitor.

A. W. Andrews (Buffs) 1. W. H. Kepp (Buffs) 2. Only the above two competitors started for this, and Andrews ran anyhow, and won in the bad time of 1 min 6 secs.

BICYCLE RACE.—Three Miles (Handicap)—Start in saddle.

J. Forbes (Scratch) 1. G. Lee (50 yards) 2. Time: 9 min. 10 secs.

TUG-OF-WAR.—Open to Non-Commissioned Officers and Men of Navy, Army and Police. Each Ship Regiment or Corps may enter one team only. 8 Men a Side. To be pulled over 15 feet. Best of three pulls. No spikes or nails allowed. No sliding down. No hoists to be dug in the ground before pulling.

3rd Company R. G. A. pulled over the "H" Co. Buffs easily.

BOYS RACE, 40 YARDS.—(Handicap).—Post Entries. Open to all Boys over 10 and under 16. Handicap at the post, age to be stated on entry.

A. Omsdell 1. D. Marques 2. HALF-MILE FLAT RACE.—(Handicap). W. H. Kepp (Buffs) 40 Yds. 1. Cpl. Tester (Buffs) 40 Yds. 2. Time: 1m. 50 1/5 secs.

section with the V.R.C. It was said that it was a very unkind number. It he thought they could all congratulate themselves on the fact that the weather had held out, and that they had been lucky instead of unlucky. They had witnessed some very good running, that afternoon, but he did not think there was anything which called for special comment, except perhaps the record time made by the winner of the hurdle race. He wished to congratulate him, and he thought that 17 1/2 secs. would remain a record for some time to come. The competitors were very grateful to the ladies and gentlemen who had so liberally given to the prize fund, and also for the presence of so many that afternoon. They had been fortunate in securing the services of Miss Rodger, who had kindly consented to present the prizes, and he asked her to do so.

Miss Rodger was presented with a handsome bouquet, and the proceedings ended with three hearty cheers for Miss Rodger, and three more for the ladies.

S. S. "KWIYANG" ASHORE.

STEAMER IN DANGEROUS POSITION.

Capt. G. Reichel, of the Austrian Lloyd s.s. *Austria*, which arrived from Shanghai on 25th inst., reports having sighted the C. N. Co's s.s. *Kwiyang* ashore. The latter vessel was stranded on the southern island of the Ockson group and, as far as the Captain of the *Austria* could make out, she appears to be in a dangerous position. As observed from on board the *Austria* it was feared the *Kwiyang* might become a total loss. The s.s. *Zeeman* was standing by.

Capt. Reichel signalled to the distressed vessel offering assistance, but as no reply was received, the *Austria* continued on her voyage to Hongkong.

FOUR rice shops of Swatow have closed their business with a large indebtedness and two

suils. _____
An imported Chinese case of plague was reported by the Sanitary Board on Monday. The patient occupied the ground floor of 9, New Market Street. _____
INSPECTOR Langley charged a sixteen-year-old youth in the Police Court on Tuesday with kidnapping a girl thirteen years of age. The lad was remanded. _____
THE Netherlands India Government has rubber plantations at Langkat near Deli, of which about 900 acres were planted with Hevea at the end of 1909. Achinese labour is employed.

The total output of the Calcease Engineering and Mining Company's three mines for the week ending 9th April amounted 24,713.24 tons and the sales, during the period, to 26,256.47 tons.

FAREWELL liquor is to be tendered to Mr. W. M. Anderson, manager in Hongkong of the International Banking Corporation, by the Chinese bankers and merchants, at the Chinese Club, on Saturday evening.

A CHINESE was awarded three months' hard labour, and six months' stocks at the Magistracy on Monday for stealing a gold ring and a bank draft on board the S. S. *Lansing*. The man was a passenger on the ship.

MR. Wilbur Gracey, American Consul at Tsingtao, has received information from the State Department of his transfer to Nankiao.

McNally, is transferred to Tsingtao.

THE Third Officer of a British ship was fined \$50 at the Magistracy this morning for being drunk and disorderly and assaulting an Indian constable in Connaught Road Central early this morning.

THE Oriental Hotel billiard handicap match commenced last night, when Warren (c. s. 75) played Lee (scratch). The former won by 25 points. To-night A. R. Ellis (scratch) will meet J. H. Mead (owes 50).

ONE hundred and twenty-nine undesirable arrived on Tuesday on board the *Tjimaka* from the West Indies. Eight deportees were also landed from the *Lafang* yesterday and a further batch of twelve arrived on the *Hongmo* yesterday.

The Ministry of the Interior has reiterated its orders to the provinces to organize police administrations as soon as possible, and has dispatched deputies to ascertain the police organization in all the provinces, beginning with the Liang-Kiang and Liang Kwang provinces.

This case was concluded at the Magistracy on Tuesday in which three men were charged with aiding and abetting stowaways on board the s.s. *Zetang*. Only two of the defendants appeared, and were discharged by Mr. Wood. The absentee's bail of \$100 was forfeited. Sergeant

THE sum of P1,800 has been allotted by the secretary of commerce and police for the construction of a telegraph line from Daet, Ampo Camariner, to the Paracale mining district, thus placing the miners in communication with

line promises to aid much in the development of the mines throughout the district.

RETURN of visitors to the City Hall Library and Museum for the week ending the 17th April, 1910:—

Library Museum	
Non-Chinese	575 225
Chinese	238 2,469
Total.....	814 2,694

It is reported from Davao that on the plantation at L. V., managed by H. S. Peabody, 100 Castilla rubber trees, three years old, were measured without selection of trees and the measurements (three feet above the ground) ranged from 22 to 34 inches in circumference. These trees are bearing seed and from re-

the rubber trees, of Ceylon which are from 7 to 9 years old.

MEETINGS of the Perak Sugar Cultivators' Company and of the Kalumpung Rubber Estates Company have been summoned for May 12 to consider a proposal for the formation of a new company to be called the Guluk Kalumpung Rubber Estates, Ltd., to take over the undertakings of the two companies. A tentative preproposal will be submitted for the registration of the new company in London on 15th Hongkong. Details of the new scheme as supplied in circulars to shareholders in the two companies.

The *Marine Times*, of 25th inst., says:—The three cascaros who were arrested in connection with the attempted smuggling of opium, which came from the Hongkong steamer *Rubi*, have been set free by the authorities. No evidence could be brought forward connecting them with the attempted landing of the drug. As they were not seen handling the sack or barrels, it was presumed they were innocent. The customs authorities made a technical seizure of the *Rubi*, but it is stated by the representatives of the vessel, that no grounds exist for connecting the ship's crew with the smuggled drug. It

barrels before the ship received them at cargo.

The Commercial Pacific Cable company Manila makes announcement of delayed traffic because of a big oil fire at Point Richmond, California, and a great snowstorm in the central states. The notice follows: "Owing to severe snowstorms in the central states and a big fire at Point Richmond, California, messages to and from America are subject to delay. Normal conditions will no doubt be restored before to-morrow." At Point Richmond are located the enormous refineries of the Standard Oil company where most of the output for the Pacific coast and the orient is refined. As many millions of gallons are constantly on storage there in a moderately limited area, if the entire plant has been consumed, the loss probably will be very heavy.—*Manila Times*.

At ten o'clock on Monday, says the *Cebuana American* of 33rd inst, the liner *Rabi*, in port from Hongkong, was seized by order of the insular collector of customs, as a result of the seizure by internal revenue agents of a large amount of opium, which it was shown came over by that vessel. The opium consists of 1,931 tins, which were concealed in cement and had been shipped by the *Rabi* to the Messrs. Anderson and Company. Five Filipinos, three of them cargo hands, are under arrest pending an investigation into the affair. W. L. Bramwell, manager of the shipping department of Messrs. Warner, Barnes and Company, guaranteed the payment of any fine which might be imposed upon the vessel and at the hour last night the *Rabi* was released by Deputy Collector Stanley. She will sail for Hongkong at eight o'clock this morning.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMMERCIAL.

YARN MARKET.

Since our report by the last mail of the 14th inst. the demand for our market has been more pronounced and no purchases have been reported, the cheap rates ruling not proving a sufficiently strong inducement for buyers to come forward. Bombay has cabled its willingness to sell May-June delivery and a slight decline has been established there. Exchange has been steady and consequently buyers are holding aloof and sales during the interval were very insignificant. At the close the market is extremely dull and quotations are quite nominal.

Total sales 1,200 bales.
Unsold stocks 7,000 bales.
Sold but undelivered in the godowns and to arrive 35,000 bales.
Arrivals.—The mail str. *Della* and *aim str. China, Jingo-maru* and *Don Nene* from Bombay, and *Namsang* and *Laiang* from Calcutta have brought in 14,511 bales for Hongkong, and 13,000 bales for Shanghai; no shipments from Hongkong to Shanghai, and Coast ports.

Shanghai.—The market is reported very quiet and a slight decline has taken place. An increased stock is on the market, but there are no buyers.

Japanese Yarn.—Nothing doing.
Local Mill.—Nothing doing.

Raw Cotton.—On account of higher prices, no business has been done in Bengal cotton. Stocks 215 bales. No sales in China cotton.

Stocks 80 bales. Quotations: Bengal at \$34 to \$38; Chinese \$37 to \$43 per picul.

Rupees, T/T 134. Rupees, D/D 135. Sterling, D/D 1/11 1/16. Sterling, 4m/11/9 1/16. Shanghai, T/T 74 1/2. Japan 88 1/2. Bar Silver, 24 1/16.

POLISHWALLA & KOTWALL, Cotton & Yarn Brokers.

TO-DAY'S RUBBER QUOTATIONS.

April 20th, 3.30 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allagars 7 1/2
Anglo-Javas 11 1/2
Anglo-Malays 11 1/2
Balgowries 11 1/2
Bata Tiges 12 1/2
Bertens 11 1/2
Bukit Kajang 10 1/2
Bukit Rajah 10 1/2
Carey United 11 1/2
Castelfields 12 1/2
Changkat Serdang 12 1/2
Cheras 11 1/2
Damanas 11 1/2
Eastern Internationals 11 1/2
Fed. Selangor 11 1/2
Glenahillys 11 1/2
Golden Hope 11 1/2
Highlands and Lowlands 11 1/2
Indragiri 11 1/2
Iuch Kenneth 11 1/2
Jonglandors 11 1/2
Kamulangs 11 1/2
Kuala Lumpur 11 1/2
Lanadrons (fully paid) 11 1/2
Lanadrons (ppd.) 11 1/2
Labas 11 1/2
Ledbury 11 1/2
Linglis 11 1/2
London Latex 11 1/2
London Ventures 11 1/2
Merlimans 11 1/2
Pajamas 11 1/2
Pegohs 11 1/2
Rubber Trusts 11 1/2
Sagags 11 1/2
Sandycrofts 11 1/2
Sapongas 11 1/2
Seafields 11 1/2
Sekongs 11 1/2
Sheldons 11 1/2
Singapore & Johore 11 1/2
Sumatra Rana 11 1/2
Sungel Choks 11 1/2
Sungel Kapars 11 1/2
Tanjongs 11 1/2
Tangkabs 11 1/2
Ulat Rana 11 1/2
United Serdangs 11 1/2
United Singapore 11 1/2
United Sumatras 11 1/2
United Langkats 11 1/2

Para Rubber 11 1/2

KUALA LUMPUR DIVIDEND.

Passing, 17th April.
A telegram from London states that Kuala Lumpur Rubber Co. has declared an interim dividend of six per cent.

MARCH OUTPUT.

Rubber Estates of Krian, March 2, 1909.

MARCH OUTPUT.

The following rubber output for March is notified.

North Hummock—5,037.

RUBBER DIVIDENDS.

Penang, April 21.

Cable advices from London state that the Selangor Rubber Company declares a final dividend of 3/3 making 3/3 for the year, or 20 2/3 per cent. Consolidated Malay declares a final dividend of 6 per cent, placed 2,000 to each of the shareholders.

The estimate of the 1910 crop of this Company is 350,000 lbs.

Klanang Produce Company pays a final dividend of 3/3 making 4/3 per cent. for the year, and carries forward 2,460.

HIGHLANDS AND LOWLANDS.

Kuala Lumpur, April 21.

Messrs. Barlow and Co. announce that Highlands and Lowlands Estate has declared a final dividend of twenty per cent, making 3/3 for the year.

Kuala Lumpur Rubber Co. has declared an interim dividend of 6/3 per share.

TO-DAY'S EXCHANGE.

Settling.

London—Bank T.T. 1/10

Do. demand 1/10

Do. 4 months sight 1/10

France—Bank T.T. 1/10

America—Bank T.T. 1/10

Germany—Bank T.T. 1/10

India T.T. 1/10

Do. demand 1/10

Shanghai—Bank T.T. 1/10

Singapore—Bank T.T. per H.K. 100 1/10

Japan—Bank T.T. 1/10

Java—Bank T.T. 1/10

4 months sight L.O. 1/10

4 months sight L.O. New York 1/10

4 months sight do. 1/10

50 days sight Sydney & Melbourne 1/10

4 months sight France 1/10

4 months sight Germany 1/10

Bar Silver 1/10

Bank of England rate 1/10

Shipping.

STEAMERS.

Amara, Br. s.s., 1,565, C. J. Mattock, 20th April—Bangkok 14th April Rice etc.—J. M. & Co.

Benalder, Br. s.s., 1,950, Tough, 28th April—Keratsi 27th April Coal—G. L. & Co.

Bounevis, Br. s.s., 1,515, Wm. Luing, 27th April—Bombay 8th April Cotton—P. O. S. N. & Co.

Borneo, Br. s.s., 2,943, W. H. S. Hall, 23rd April—Antwerp 2nd April Gen.—P. O. S. N. & Co.

Bourbon, Fr. s.s., 997, R. Paris, 20th April—Saigon 16th April Gen.—Man Fat.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 20th April—Haiphong on 1 Holbow 28th April Gen.—J. & Co.

Chuo Saig, Br. s.s., 1,418, R. Houghton, 26th April—Saigon 22nd April Gen.—J. M. & Co.

Dalla Maru, Jap. s.s., 899, V. Kaburaki, 27th April—Swatow 26th April Gen.—O. S. K. Dödsde, Fr. gunboat, 650, Faivre, 25th April—Kwang-chow-wan.

Della, Br. s.s., 4,780, H. W. Snow, 29th April—Shanghai 26th April Mails and Gen.—P. O. S. N. & Co.

Dayawongsa, Ger. s.s., 1,057, F. Rehwaldt, 15th April—Bangkok via Kohlschlag 2nd April Rice and Meal—B. & S.

Empress of India, Br. s.s., 5,040, S. Robinson, 29th April—Vancouver 2nd April and Shanghai 26th Mails and Gen.—O. P. R. Co.

Euston, Br. s.s., 2,118, O. E. Underwood, 22nd April—Mol 16th April Coal—B. & Co.

Fukui Maru, Jap. s.s., 4,189, Y. Murakami, 20th April—Mol 23rd April, Coal—M. B. K.

Halmun, Br. s.s., 650, J. W. Evans, 29th April—Swatow 28th April Gen.—D. L. & Co.

Haldis, Nor. s.s., 1,065, Solberg, 19th April—Bangkok 12th April Rice—Chinese.

Haoli, Fr. s.s., 739, Boubier, 16th April—Haiphong and Kwang-chow-wan 22nd April Gen.—A. R. Marty.

Henrik Ibsen, Nor. s.s., 2,094, C. Smith, 11th April—Portland via Mol 6th April, Flour—Pacific Mail.

Kohlschlag, Ger. s.s., 1,293, O. Rosinsky, 22nd April—Bangkok 14th April Rice—B. & S.

Korea, Am. s.s., 559, J. W. Saunders, 18th April—San Francisco via Ports 22nd Mar. Mail and Gen.—P. M. S. N. & Co.

Lainsag, Br. s.s., 2,225, E. J. Tadd, 25th April—Singapore 19th April Gen.—J. M. & Co.

Locksaw, Ger. s.s., 1,200, A. Ganten, 21st April—Bangkok 12th April Rice—B. & S.

Mausang, Br. s.s., 1,644, G. S. Weigall, 25th April—Sandakan 10th April Timber and Gen.—J. M. & Co.

Melano, Fr. s.s., 3,959, Dorise, 25th April—from Antwerp Gen.—M. M.

Minnesota, Am. s.s., 1,323, Garlich, 24th April—Seattle 22nd Mar. and Manila 22nd April Gen.—N. Y. K.

Montrose, Br. s.s., 2,886, R. Glegg, 21st April—from Mol Ballast—Order.

Nord, Br. s.s., 1,477, Prym, 24th April—Langkat 13th April and Singapore Oil—McBald.

Onsang, Br. s.s., 1,787, E. J. Buller, 28th April—Hongay 26th April Coal—J. M. & Co.

Palma, Br. s.s., 4,013, G. W. Cockman, R.M.R., 26th April—Shanghai 25th April Gen.—P. O. S. N. & Co.

Pel-to, Ger. s.s., 745, Vahsel, 22nd April—Karalli Island 15th April Gen.—H. A. L.

Petchaburi, Ger. s.s., 1,371, C. Goewich, 21st April—Bangkok 13th April and Swatow 20th Rice and Meal—B. & S.

Pheumpanh, Br. s.s., 1,045, J. H. Scott, 23rd April—Saigon 19th April Rice and Gen.—Wo Fat Sing.

Phrang, Ger. s.s., 1,026, von Mangelsdorf, 20th April—Bangkok and Kohlschlag 22nd April Rice and Gen.—B. & S.

Pisaulok, Ger. s.s., 1,267, Reimers, 20th April—Bangkok 20th April and Swatow 26th Rice—B. & S.

Quinta, Ger. s.s., 1,500, Schlesinger, 29th April—Bangkok 21st April Rice—S. & Co.

Rajah, Ger. s.s., 1,257, H. O. Reher, 24th April—Bangkok 16th April Rice—B. & S.

Riverton, Br. s.s., 2,500, Chas. Plunkham, 24th April—Swatow and Cardiff 11th Mar. Fuel—any Yard.

Rubi, Br. s.s., 1,600, A. Fraser, 25th April—Manila 24th April—G. T. & Co.

Shakao Maru, Jap. s.s., 2,064, K. Nagata, 28th April—Karats and Japan 21st April Coal—Ataka & Co.

Shing Shau, Chi. s.s., 808, Markusen, 26th April—Wakamatsu 19th April Coal—M. B. K.

Sungkiang, Br. s.s., 987, H. A. Hards, 25th April—Hollo 21st April Sapan Wood and Sugar—B. & S.

Signal, Ger. s.s., 940, T. Twersen, 24th April—Bangkok 24th April Rice—J. & Co.

Soya Maru, Jap. s.s., 2,932, T. Ota, 20th April—Mol 10th April via Japan 15th Gen.—T. K. K.

Taikosan Maru, Jap. s.s., 1,094, Fukui, 28th April—Milke 22nd April Coal—M. B. K.

Taming, Br. s.s., 1,350, G. H. Pennelister, 20th April—Manila 27th April Hemp & Sugar—B. & S.

Tamou, Maru, Jap. s.s., 2,462, Y. Yamashita, 24th April—Milke 19th April Coal—M. B. K.

Tijmab, Dut. s.s., 2,470, J. N. Bouman, 25th April—from Batavia Batavia-Billying Sugar and Gen.—J. O. J. L.

Tsintan, Ger. s.s., 1,003, S. Heyenga, 16th April—Bangkok 9th April Rice and Meal—B. & S.

Union, Am. s.s., 1,264, J. Oesavde, 25th April—Manila 19th April Sugar, Bellow.

Uly, Nor. s.s., 885, Y. Pedersen, 29th April—Dalton 2nd April, Beans—Aagaard Thorsen & Co.

Whips Passed The Canal.

20th April—Australia, Carmarthen, Lulow, Kading, Kaga Maru, Pulu, Vermon.

5th April—Alcinous, E. P. Ferdinand, Pulu.

8th April—Ernst Simons, Kawachi Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.

18th April—Polyphamus, Sengambie Maru.